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THE SPHERE, MARCH 15, 1947
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THE SPHERE

Vol. CLXXXVIII No. 2458 WITH WHICH IS INCORPORATED THE GRAPHIC MARCH 15 1947

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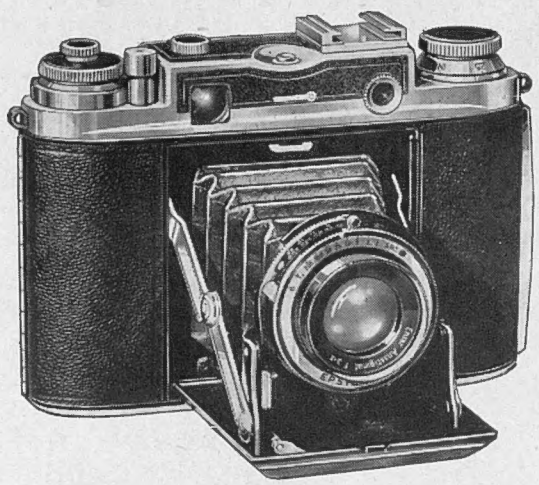

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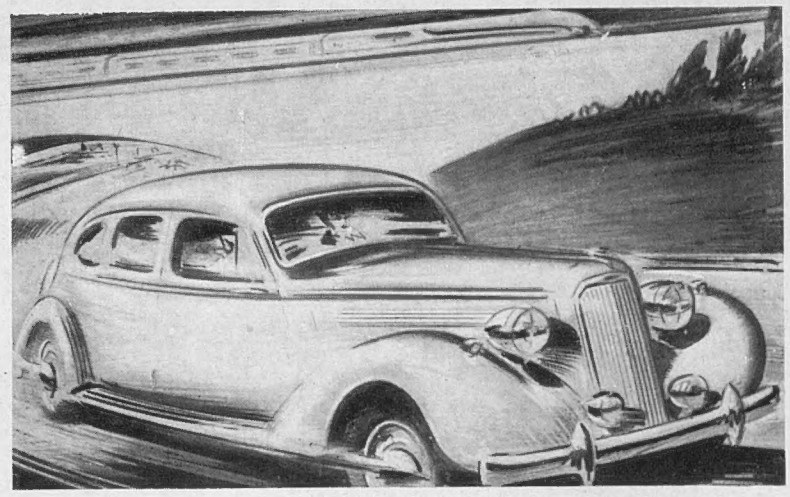

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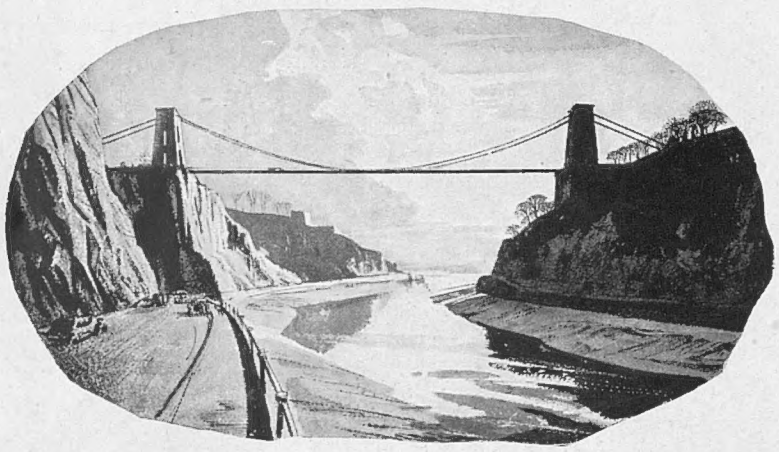

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Volume CLXXXVIII No. 2458 The SPHERE, London, March 15, 1947

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

SNOWED-UP IN THE WELSH HILLS—A TRAIN AND A LOCOMOTIVE BROUGHT TO A STANDSTILL BY DRIFTS ON THE LINE BETWEEN MERTHYR AND ABERGAVENNY : A scene typifying the great hold-up following the renewed blizzards of early March

Just when the meteorological experts promised Britain an improvement in the weather another blizzard swept across the country, dislocating communications and bringing vital coal transport to a halt. The situation was nowhere more serious than in the hills and mining valleys of South Wales, where great lines of mineral trucks were unable to leave the pithead and miners were unable to get to work through the deep drifts. There were practically no train movements in some of the Welsh valleys last week, and similar conditions have also prevailed in North Devon and in parts of the North Country. (Further pictures of the results of the blizzard appear on page 289)

Postage—Inland, 2d. ; Canada and Newfoundland, 1d. ; Elsewhere Abroad, 1½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

An Awful Reflection for Statesmen.—In the late pentecost of calamity which struck this nation, there was time and to spare for reflection and historical introspection. And for me that which most clearly emerged from a review of the political history of my day was pity for the common man of every nation. Every adverse event seems to reveal his innocence and his victimisation. It is easy enough to say that he neglected his duty as a citizen, took too little interest in politics, went with the stream, and so on. These charges are vague and unsustainable. As industrialisation advances, the machinery of its government must grow in complexity and elaboration. Even if the ideal is always towards a higher democracy, its complexities stultify that purpose. As the machine elaborates, so does the power of the governed to guide or check the actions of its Government decline. A Government comes to power on a majority mandate of constituencies, but, as has been often proved, a big majority in the House of Commons does not necessarily imply a bare majority of the sum of the voters. And, anyway, the mandate is almost invariably secured by a propaganda campaign of gross exaggeration and heady promises. Once in power, that Government, by its House of Commons majority, holds the nation in the hollow of its hand, voiceless, powerless, an innocent victim of what may be the sacrifice of its well-being or very existence. The men who form the new Cabinet and fill the offices of State are not picked and trained administrators, and never have been. They must "learn as they earn" their salaries; their theories and errors are practised at the expense of the people, who have not the slightest *political* means of checking them. What blame can attach to a people so fettered and muzzled?

The Gamblers.—Gamblers as a class are heady men with *distant prospects* of making a lucky hit. To that extent only can they be called far-sighted. They neglect the immediately urgent problems of cleaning-up and of assuring the means of a tolerable, if bare, existence for the charms and thrills of a future scoop, which may wipe out present neglect. And that is true of the gambler in pools or the gambler with an Empire's fate. That the Socialist Government has gambling in its blood is proved by its actions and by its inactions. By its decision it gambles with the Empire, and by its indecision it encourages gambling in every back street in Britain. Its political gambles are by no means equally desperate; even the Opposition party are divided on the expediency of some of them. Lord Halifax, for instance, approves, or does not condemn, the Indian dateline. Mr. Bevin has convinced half the interested world that the Palestine decision is not a gamble but was an absolutely inevitable move in the face of an impenetrable *impasse*. But nearer home, half the nation to-day is pretty solid in its belief that almost every form of long-term planning announced or implicit in or added to the Socialist programme of 1945 is a totally unjustified gamble with the nation's fate, until the present appalling economic crisis has not only passed but has been removed from the possibility of recurrence. Man-power and coal-power are our prime problems, to secure production-power in exports and in food. Any vision beyond those matters and the years immediately ahead is gambler's vision. To solve the man-power problem, no action which must increase the "unproductive" staffs of bureaucracy, no inaction which encourages the unproductive staffs of gambling institutions, can be justified. To adhere to the raising of the school-leaving age is a sheer gamble and a mad one, for at least three years more. So is nationalisation. It is gambler's madness to prefer the people's circuses to the people's bread. But a gambler is at heart a coward. He has not the guts to face unpleasant truths and shoulder the dull and heavy immediate burden. He is always expecting something to turn up. The uphill road is not to his taste. He chooses the primrose path that leads to destruction.

CEASE FIRE IN INDONESIA—NO BLOODSHED IN JAVA FOR THE FIRST TIME IN EIGHTEEN MONTHS: Mr. Sutan Sjahrir (wearing sun helmet) walking with members of his military staff when inspecting troop dispositions in East Java. This picture was taken on the day of the Cease Fire order in February, when Indonesian and Dutch forces each withdrew two kilometres behind previously-arranged demarcation lines. Meanwhile, political discussions have been proceeding with a view to a permanent settlement. At the beginning of March hopes of permanent peace ran high

Dictatorial Powers.—Of all the major measures of reform pressed on this distracted country since Mr. Attlee came to power—and they have come thick and fast—none has aroused more widespread opposition than the nationalisation of transport and the terms of compensation proposed. No measure has cried with a louder voice *cui bono*? None has so challenged the fitness of the occasion. None has aroused greater anxiety and resentment on the score of injustice and unwisdom. But, then again, none has more horribly revealed the dictatorial and absolute power of a Government firmly entrenched. Ninety per cent. of Englishmen may shout *No* to this or that proposal (even though in outline it figured among the items in the mandate given at the General Election), but for three more years no objections, howsoever loud, strong and determined, can have the slightest effect on the Government. For three years more at least, Mr. Attlee is absolute dictator. Each of his followers claims to represent one section of the community. Each did in 1945 receive a majority of the votes of that section on a programme outlined in shadow. But a sketch map is very different to the terrain material. We often regard the American Constitution as clumsy. We must sometimes conclude that ours would be safer for Democracy's allowable changes of mind or second thoughts if the referendum were accepted practice for measures of first importance or highly controversial. Mr. Dalton's short and firm replies to objections reveal his Government's supreme powers. The objections raised reveal the widespread anxiety in all classes and interests. Which class, which interest (without considering the general good) can in a decade gain by the measure and the proposed "compensations"? This measure does indeed seem to-day a great gamble and a great injustice; a Socialist ideal forced on the nation at the least favourable moment.

To Shovelling Snow—£4,000,000.—"We are lucky in our weather." It sounds odd, but it is true. In our history very few freak visitations of nature are indelibly seared on our nation. There were a few famous freeze-ups recorded by Timbs; there were Cromwell's storm and Addison's storm, and the hard winter of 1895. . . . Flea-bites compared with earthquake countries. Flea-bites compared with our freak winter of 1947. For now we know at last that we've had it—a touch of the malevolent power of nature; the equal of a major earthquake. Coming at the time it did, the damage done by it is indeed irreparable. We shall never estimate it accurately. Seven vital weeks have been cut clean out of our calendar in a year when every single day's work "counted two on a division." From the private gardener to the vital keyman of industry, millions have been taking money for nothing or sweating and straining to turn a treadmill. For that is what snow-shovelling is—instantly vital but constructively unproductive. Men and women have shown their noblest qualities working like Trojans to—plough the sand. Home-raised meat was never so important. We have lost a big proportion of what we had left. Home-grown corn, too. We have not time to sow it, and what we sowed is largely lost. Coal was never so vital. We could not mine it or move it. Our life depends on exports and our factories have been idle. The debit balance is inestimable; the imponderables stretch ahead over the years to come. Austerity and more austerity, and bankruptcy drawing ever nearer.

A Lesson from Palestine.—When political considerations are allowed to interfere with justice, the criminal comes to his own. That lesson is glaringly plain in Palestine. Sentimentality, appeasement, political wobble, all these have hamstrung justice and sanctions in Palestine, and the thugs have grown fat and impudent on every proof of British vacillation. Death by hanging is too mild a punishment for scores of thugs convicted after fair trial of the most brutal mass murders of innocent victims and British soldiers. How many of those sentences have been carried out? Not one. Small wonder if the Stern gang enjoy the thrills and risks of their bloody trade. At the worst, if caught, they can only receive a death sentence, and that means . . . nothing! I wonder what bereft parents and wives think about these reluctantly-extracted statistic of "justice done." I wonder that some of them don't rise in execration against those in this country or Palestine who have been responsible for sabotaging justice for the ends of political theories and for encouraging the mass murder of British lives. In all our history there can be no more hideous example of official cowardice, wobble and lack of constructive policy. The thieves kitchen has been subsidised with British blood. And the guilty go unpunished in Palestine—and Whitehall.

Pilot-ejection Patents—A "Story" from U.S.A.—If England can make it, America can sometimes take it or claim it. Instances are not rare of such unblushing claims to English pioneering work. But before slashing "America" for claiming as her own one more British invention, it is essential to be sure that the unblushing claim is officially made or made by responsible persons expert in the subject, and not merely by heady and irresponsible boosters. Every nation has its quota of such "snatchers." In THE SPHERE of November 23, 1946, there appeared a photograph of an American pilot over Lakehurst (N.J.) parting company with his plane by a new seat-ejection device. Even then the Americans were claiming the idea as new and as their own, and the caption in THE SPHERE referred to the successful British experiments in that device some months before November 1946. The facts are these: The English firm, Martin Baker Aircraft Company, designed the seat shown in the 1946 photograph at their works in England and sent out mechanics to instal it in the aircraft featured at the Philadelphia Navy Yard. All ejection seats used by the U.S. Navy were designed and made at these English works near Uxbridge. It is fair to put these facts on record. *Palmam qui meruit ferat.* Nowadays, the only patents of which we are left in undisputed possession are successful achievements in producing chaos and muddle at home and abroad.

THE OLD STAGER

BRYNMAWR WAS CUT OFF FROM THE OUTSIDE WORLD FOR TWO DAYS: An aerial view of the mining town on the borders of Monmouthshire and Brecknockshire where the snow piled up in vast drifts, completely dislocating communications and paralysing industry. Several of the houses, it will be seen, had the snow above the lintels of the doors. The miners of Brynmawr were unable to get to work and no mineral trains were able to leave the collieries

BRYNMAWR ISOLATED BY THE SNOW

London Transport Problems in Icebound Streets

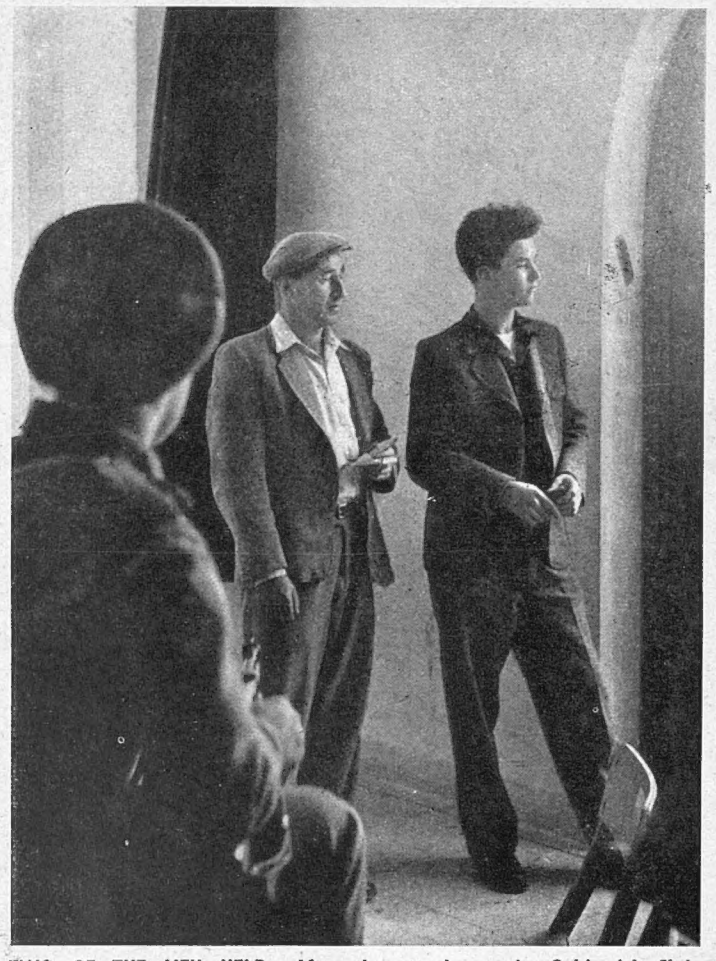
After six weeks of the great freeze-up, the most serious in Britain for a hundred years, the weather still remained topic No. 1, and the hard-pressed weather experts had nothing but concentrated gloom to retail. In the hills and mining valleys of South Wales the conditions were particularly bad, and the town of Brynmawr was completely cut off. Brynmawr lies on the main line through Merthyr to Abergavenny, and, as our front page shows, this was snowed up. As a result, filled coal trucks were unable to leave the pits and make their vital deliveries to power stations, and the Government was faced with a continuance of the fuel crisis. Londoners also had their problems, and the icing up of the roads created big operational difficulties for the L.P.T.B.

IN BELEAGUERED BRYNMAWR: A crowd waiting in the main square for the arrival of army lorries which brought bread and other supplies to the mining town after it had been cut off from the outside world for two days. Many of the men waiting in the square were miners unable to get to work through the deep drifts

LONDON HAD ITS SHARE OF TROUBLES, TOO: *Left*—Clearing snow in Ludgate Circus and (*right*) a police inspector and a Law Courts attendant attempting to remove the great blocks of ice which encrusted the roadway at Temple Bar. These ice blocks, caused by a new freeze-up following a temporary thaw, reduced buses to walking pace over some stretches of road in Central London, and travelling in any vehicle was rough riding and hard on the springs. The ice was so solidly bound to the road surface that in Holborn, Oxford Street, Baker Street, and Tottenham Court Road, not even picks would remove it

THE WRECKING OF THE GOLDSMITH CLUB

And Other News from Jerusalem Following the Latest Irgun Attacks

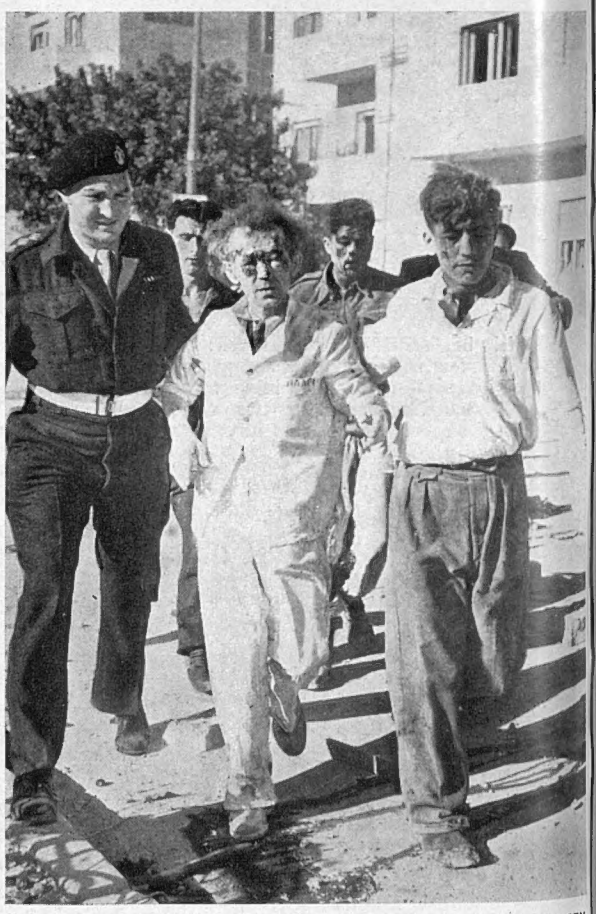


TWO OF THE MEN HELD: After the attack on the Goldsmith Club, these two men—one but a youth—were held for interrogation by the military. The scene is the Jeshuror Synagogue where British troops established a post after the explosion

A FEW MOMENTS AFTER THE EXPLOSION: A view of the wrecked Goldsmith Officers Club showing the truck in which the terrorists drove through the defences with bombs primed. Of the thirteen dead there were two officers, one private, nine N.A.A.F.I employees, and one clerk

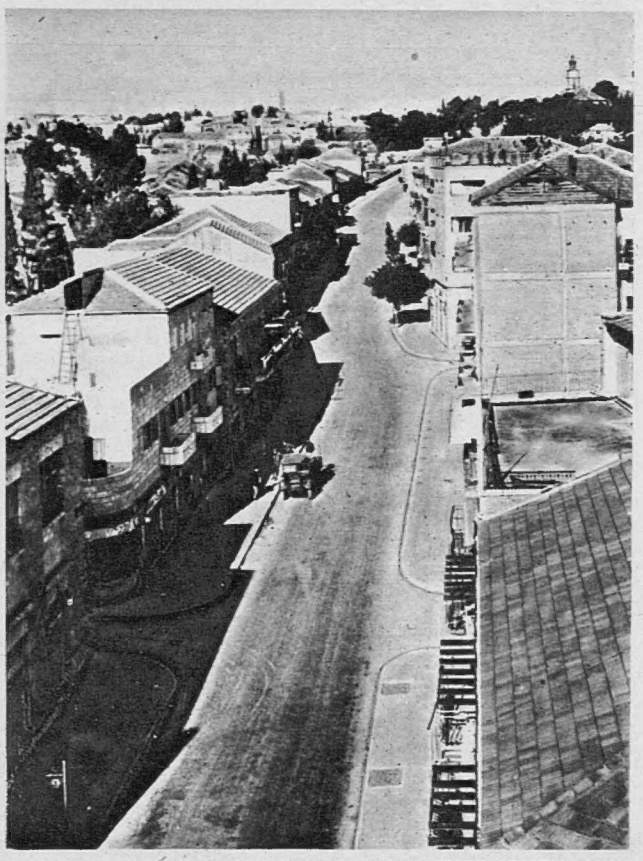
A SERIOUS CASUALTY IS REMOVED BY STRETCHER FROM THE WRECKED GOLDSMITH CLUB: A British captain being rushed to hospital by a rescue party. The stretcher is being passed through one of the gaping windows of the ground floor

Of the many insensate attacks delivered by the Jewish terrorists that on the Goldsmith Club has done the greatest disservice to the Jewish cause. Having built up the illusion of the observance of their Sabbath they used it to their tactical advantage and attacked the Goldsmith Club in broad daylight. With the aid of covering-fire, from a machine gun they drove up to the club, hurled their bombs through the windows and all but two of the large party made good their escape. The club had four storeys, and most of the front was demolished. Civilian employees were the worst sufferers, as most of the thirty-five officers living in the club were out at the time of the outrage. Seven officers were sunbathing on the roof when the attack was delivered, and when the firing began three of them came to the front of the building and fell to the street as the building collapsed beneath them. They survived, as also did the other four, who were left trapped on the roof and were afterwards rescued by the fire brigade



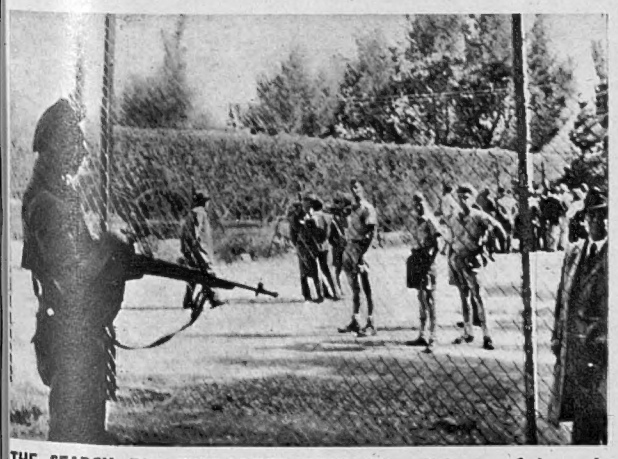
CIVILIAN EMPLOYEES OF THE OFFICERS' CLUB BEING TAKEN BY AN OFFICER TO RECEIVE FIRST AID: But for the fact that the weather was fine the Club would have been full and the casualties would have been much greater

**THE NEW SECURITY SYSTEM IN JERUSALEM—HOW THE CITY HAS BEEN DIVIDED UP INTO DEFENCE AREAS WITHIN THE PERIMETER OF WHICH ALL BRITISH OFFICIALS AND THEIR FAMILIES MUST LIVE AND WORK: A diagrammatic sketch showing areas A, B, C, D, and E, which have been surrounded by barbed wire and cut off from the rest of the city. This zoning system came into operation at the beginning of February, after 1,400 British women and children had been evacuated, and it was hoped that it would provide complete security for all soldiers and civilians. The subsequent attack on the Goldsmith Officers' Club showed that the system was vulnerable, but since then even more energetic measures have been taken. Traffic between the zones is run on a convoy system, and those living in area A and working in Area C must report at 8.15 each morning in the Bethlehem Road in order to receive safe conduct. Those who are late miss their day's work. It is permissible, however, for Secretariat officials to walk on foot from the German colony to King David's Hotel. Many Jews were evicted from the safety perimeters when the British took over—*Drawing by E. G. Lambert*



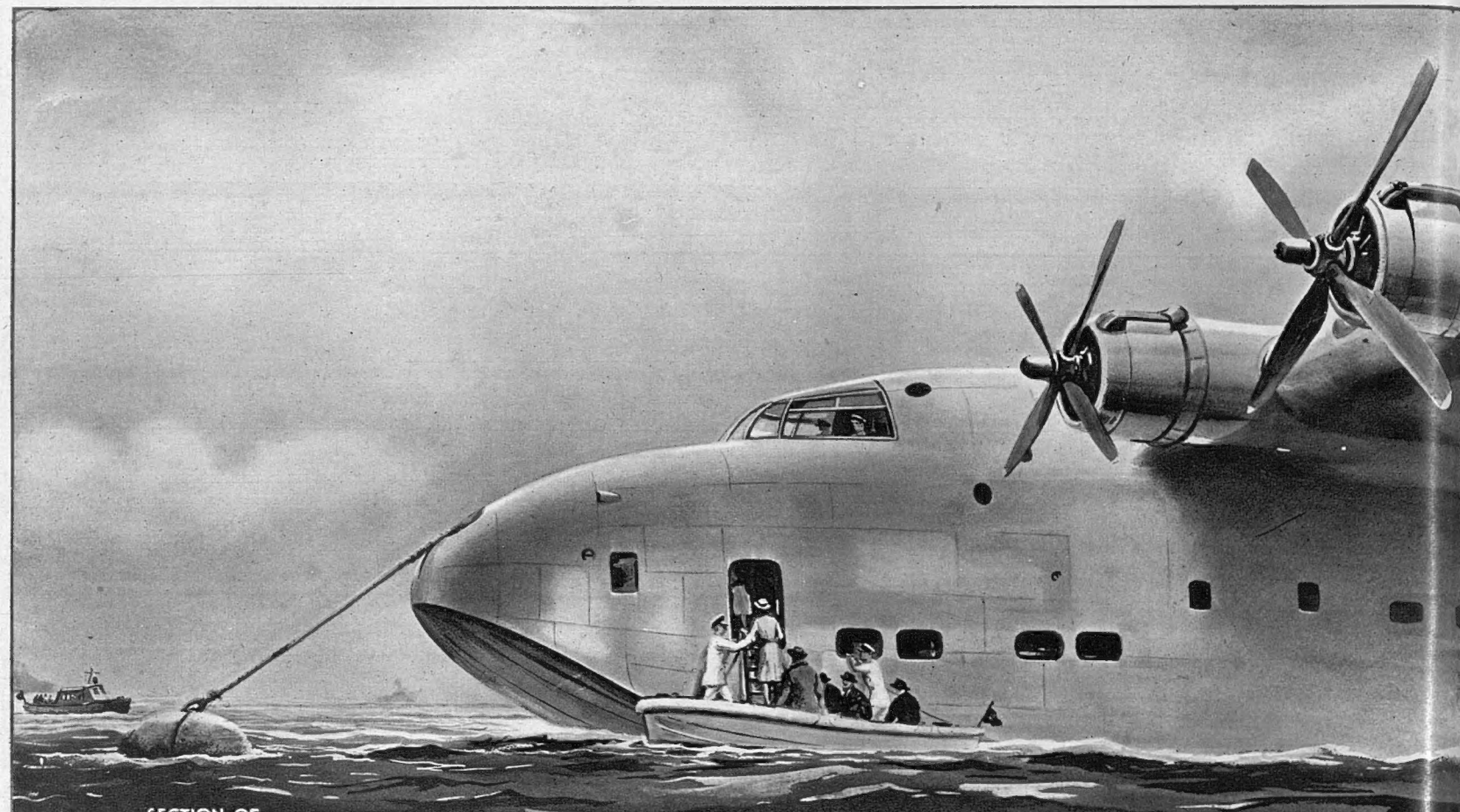
THE MEA SHEARIM DISTRICT OF JERUSALEM UNDER MARTIAL LAW: Only one citizen is out in the deserted street, and he is about to have his identity papers checked by a British military patrol

THERE ARE TWO SIDES TO THE QUESTION IN THE MEA SHEARIM DISTRICT OF JERUSALEM: On one side there are few restrictions; on the other there is martial law, with British troops patrolling the streets. This picture was taken at the beginning of the month when the High Commissioner decided to exact much more rigid control over the Jewish working-class area

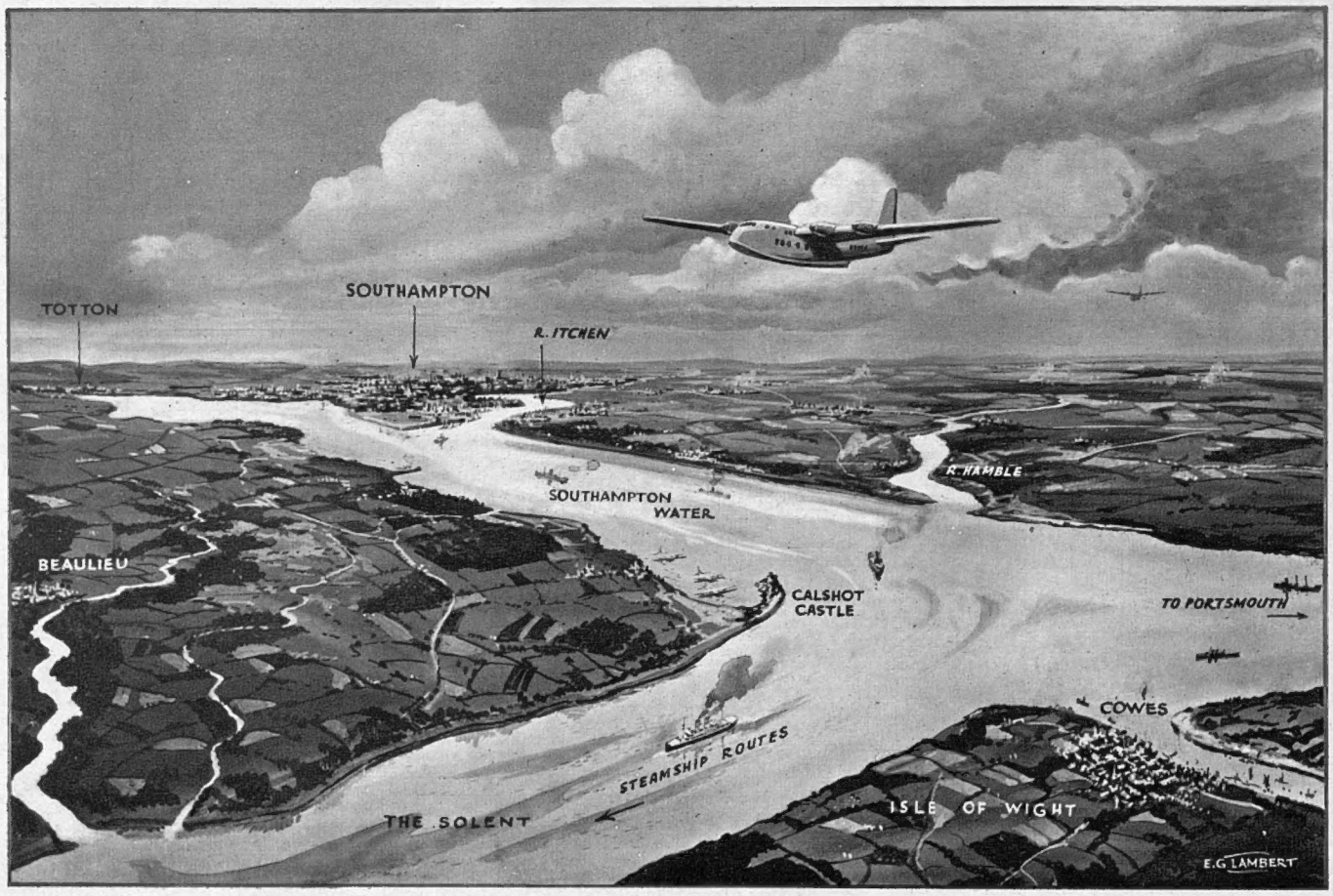


THE SEARCH FOR TERRORISTS GOES ON: Citizens of Jerusalem under guard while awaiting "screening." The youths *on the left* were rounded up on a basket-ball court and each was fully interrogated as to his whereabouts on the day of the attack on the Goldsmith Club. The guards *on the right* are keeping an eye on the inhabitants of a block of flats, also awaiting interrogation. These round-ups, which are staged immediately after every terrorist incident, are undoubtedly the most arduous of the numerous tasks performed by our luckless occupation forces

To-day Jerusalem is a tragic city, and its aspect indeed sums up the whole tragedy of modern Palestine. British women and children have been evacuated, British officials have withdrawn behind barbed wire into newly-created zones, and large areas have been placed under martial law. Britain, at a cost of £30,000,000 a year, attempts to keep the peace, and Jewry, drawing vast resources from sympathisers abroad, makes open war. The raid on the Goldsmith Officers' Club showed that the new zoning system was far from perfect. Deep feeling has been aroused in Jerusalem because the British turned out so many Jews in the creation of these zones, and many of them are now living in pitiful conditions elsewhere in the city. Ever since the raid on the Goldsmith Club the screening of citizens has kept the military police working at high pressure in the search for those responsible for the outrage



FOR OUR IMPERIAL ROUTES—THE NEW SHORT SOLENTS MAY FLY TO AFRICA AND TAKE THE "RED DRAGON" ROUTE TO HONG KONG: An artist's impression of passengers embarking on one of the four-engined craft which are being built by Short Brothers at Rochester for the British Overseas Airways Corporation. It is hoped that they will replace the Hythe flying-boats at present operating at a frequency of one a week on the Hong Kong service, and that they will also serve on the Johannesburg service which will have its terminus on the waters of the River Vaal. The first of the twelve Solents has already been launched preparatory to fitting out at Hythe. Inset at the left is a diagram showing the Solent's spacious hull formation—*Drawing by Roland Davies*



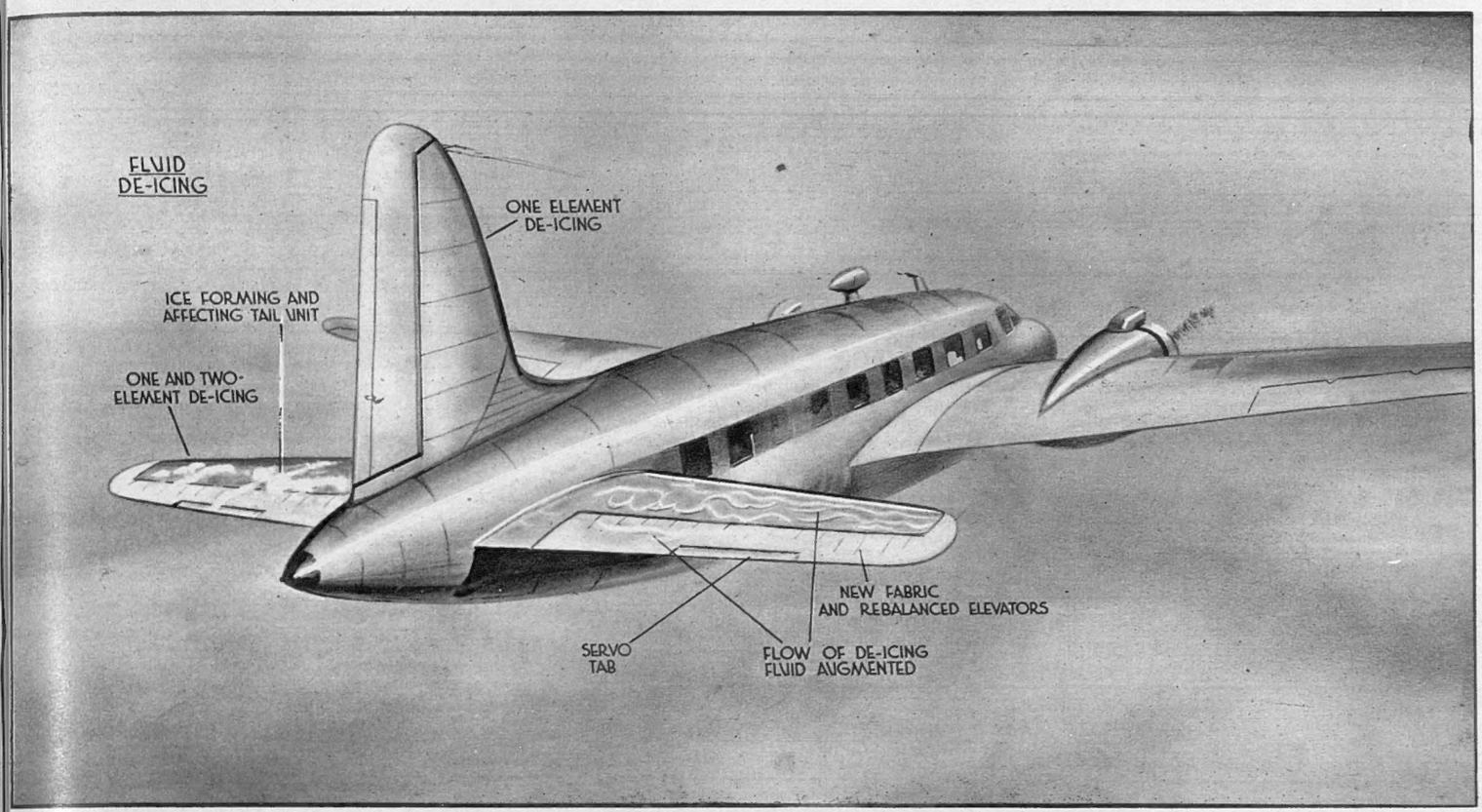
SOUTHAMPTON'S CLAIMS AS AN INTERNATIONAL FLYING-BOAT BASE—A DIAGRAMMATIC VIEW OF THE AREA WHICH THE SOUTHAMPTON HARBOUR BOARD DECLARES COULD BE USED BY AIRCRAFT WITHOUT INTERFERENCE WITH SHIPPING: In view of the rejection of Langstone Harbour as an international base, it is possible that Southampton will again be considered—*Drawing by E. G. Lambert*

Aviation News

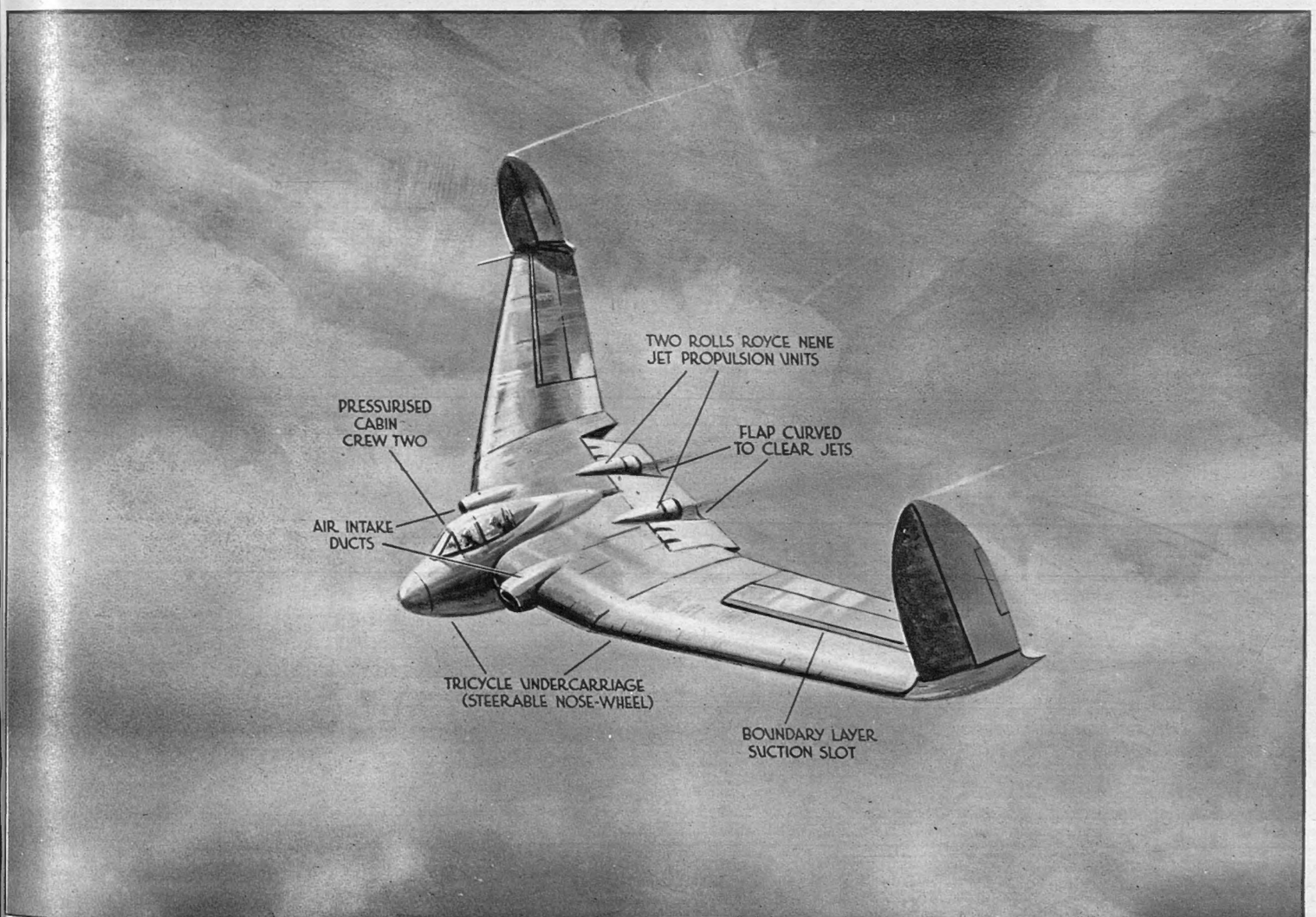
FINDING A BASE FOR OUR FLYING BOATS

The New Solents: Combating Icing Problems: Testing the A.W. 52

On left—It has long been realised that Britain needs a big flying-boat base from which to operate her world-wide services, and in recent issues of THE SPHERE various aspects of the situation have been discussed and illustrated. The claims of Langstone Harbour are considered very strong and they have the support of the Air Ministry; but the Navy has intervened. Cliffe, which lies between Gravesend and Rochester in the Thames Estuary, has also been suggested as a suitable place for a flying-boat base. A third proposition relates to Southampton Water, and this week Mr. Lambert's drawing shows a possible base near Calshot Castle, near the point of junction with the Solent. Southampton has sometimes been ruled out by those considering the question because of its possible interference with shipping, but in a recent letter to *The Times* Mr. O. H. Lewis, General Manager, Southampton Harbour Board, declared there would be no objections from the various shipping interests



THE VIKINGS HAVE BEEN MODIFIED—A DIAGRAMMATIC SKETCH ILLUSTRATING THE CHANGES WHICH HAVE BEEN MADE IN THE DE-ICING EQUIPMENT OF THIS TYPE OF AIR-LINER SINCE THEY WERE GROUNDED AT THE TURN OF THE YEAR: Icing trouble caused the Air Registration Board to restrict the operation of these planes, and it has been found necessary not only greatly to augment the flow of de-icing fluid, but to modify the tail plane by fitting a fabric-covered elevator of slightly changed design. Wing and tail de-icing equipment on the Viking is the T.K.S. (Tecalemit, Kilfrost, Sheepbridge Stokes) liquid type. Tecalemit makes the pumping installation, Kilfrost the liquid, and Sheepbridge Stokes the porous metal strips on the leading edges through which the liquid oozes. The system provides two rates of flow of the de-icing liquid: (1) for normal and (2) for emergency use. The pump motor controller can be brought into normal operation either manually or automatically by means of an ice detector. Many British types are equipped with fluid anti-icing systems, but the Ministry of Supply believes that the thermal "hot-wing" de-icing system as fitted to American Lockheed Constellations and strato-cruisers will be the system of the future. In THE SPHERE of March 8 details were given of the thermal de-icing installation in the new Miles Marathon—*Drawing by Roland Davies*



TESTING TIME DRAWS NEAR FOR THE TAILLESS WONDER—AN ARTIST'S IMPRESSION OF THE ARMSTRONG WHITWORTH 52, BRITAIN'S FIRST ALL-WING JET-PROPELLED AEROPLANE: This experimental type has been developed from the all-wing glider introduced by Armstrong Whitworth in 1946. The wings have a span of 90 ft. and are boldly swept back at an angle of 35 degrees. The machine is fitted with two Rolls-Royce Nene engines. When the A.W.52 takes the air, running its first trials over Boscombe Downs, and is later joined by its sister aircraft, it is hoped to gain from these experimental types sufficient information to allow of the building of 100-ton tailless air-liners capable of cruising above the weather at speeds of 500 m.p.h. and more. The performance of the A.W.52 and of its sister aircraft, which will have Derwent engines, will be recorded by automatic observers. The first trials were to have taken place in January, but weather conditions and the fuel crisis have caused a prolonged hold-up—*Drawing by Roland Davies*

BRITAIN THROUGH FOREIGN EYES

The Rosy Picture and the Fantastic Dreams Begin to Fade

By FERDINAND TUOHY

THE revelation of our national travail came in so dramatic a form that even Americans were taken aback by it. I say "Americans" advisedly, since they, of all foreigners, had kept the best, the closest and most accurate check on Britain's real state of health as distinct from the bulletins of confidence that periodically went forth.

It was not only a case of American newspaper correspondents being fantastically inquisitive people when they sniff something amiss and being kept dark: Britain's condition of health interested Americans vastly by reason of so many seeing themselves as the heirs of empire. For this reason or that, Americans were as far ahead of other foreigners in diagnosing trouble for Britain, grievous, urgent trouble, as they now are ahead of fact in burying the Empire.

They were not taken in by "plugging" of the Dunkirk spirit and "we can take it." Because so many of them had been here, they knew of our obsolescent industry and the dreariness of life—some of it contrived by Puritan overseers of local and other forms of authority. Nor were the Americans in the least unaware of our colossal debut as a debtor nation. They of all people knew what a pernicious, narcotic Lend-Lease had been to us; how it had enabled us to forget for the time being about the necessity of exporting in order to live.

No, the Americans had not exactly been peering at us through rose-tinted spectacles since the financial and economic "binge," which is twentieth-century war, came to an end eighteen months ago. Yet that is precisely what many other foreigners were too inclined to do, and it may be of interest now to try and probe for some of the reasons, in course of taking note of the fact that we shall be differently appraised henceforward.

Looking back, I find it difficult not to drop causation into three separate trays—the first marked "inheritance," the second "unintentional" and the third "intentional." A measure of the foreign optimism in our regard was the working of the past; some more of it grew from acts of ours which were not meant to impress that way; but a third measure was caused by a special political desire to sell a Britain of more robust and sanguine texture than was warranted by hard fact.

If the Red Army will permit my saying so, British arms finished the war in a blaze of glory. Parisians may have departed from their normal perspicacity in cheering Lord Montgomery to the echo one May day of 1945, but somehow they and most of Europe had formed the notion that we had done more than skirmish on the fringe of events. Britain had won yet another war, or been heavily on the winning side; *ergo* Britain was still great and would know how to draw commensurate riches, power and strength.

Our brusque dismissal of the pilot served to reinforce the prevalent state of mind. What extraordinary people were these British! At a time when most others were clinging to any spars, here they were airily chucking out the team of victory and proposing to sally forth under entirely new and untried management! What phlegm, what self-confidence!

Before the war had ended, the Beveridge Plan had sent a thrill round Europe. The very fact that we could envisage such expenditure drowned any voices that sought to enter warnings. When the new Government went full steam ahead with measures of social change that would cost thousands of millions of pounds, how else should foreigners reason but as they did? Had we not always been such practical, hard-headed folk?

So much for what was wished on us on the strength of the past. Now to come to those acts which misled foreigners without our intending any such thing.

First and foremost, I should place the export drive. We know why we did this; because we had to, and still have to. But that was not the effect produced on foreigners as a whole. The lavish British goods which they beheld in their shop-windows did not bespeak a Britain scraping the barrel in order to put them there. On the contrary, foreigners formed the impression that we must be right well off to be able to produce such things—for, of course, we had the same for ourselves!

This misleading over exports was fundamental and might have been rectified with advantage by our commercial attachés. Few who have travelled can have escaped having been asked to bring such and such a thing from England the next time. It must be cheaper in England, ran the request, and when you pointed out that the article was quite unobtainable in England, though a British product, an incredulous look would be your reward.

So few foreigners have managed to penetrate our *cordon* at the ports, that this belief in our domestic felicities is still ludicrously prevalent. In passing, this cordon, and often the manner of its application, is a silly advertisement and should occupy the attention of some M.P., if one feels strong enough to stand the extra effort.

Tales of English gold die hard, and another unintentional misleading of foreigners has hinged upon our lavish succour of stricken peoples. I still have to think twice in order to realise that we have sent almost as much food—food!—to certain parts of Europe as the Americans, or had done until recently. Food and loans—to Greece, to Austria. Once again foreigners have been misled into thinking that the vaults of the Bank of England are as full as ever. I've even heard it said that if we can support a Polish underground movement and keep a Polish army in England, we can't have lost very much.

Then there has been the lavish way in which we have gone about occupying Germany, and not only Germany; while the very appearance of our forces and their second-to-none commissariat or upkeep has furthered the legend of a British pocket without bottom. Strange, too, and not always as one would wish, can be the workings of modern State publicity. British institutes have been opened with every sign of wealth—notably in a palace at Prague. And all the to-do over the *Queen Elizabeth* strengthened the legend of a prosperous Britain, as did, for that matter, the rush of tourists to Switzerland. Which other countries that had been in the war were able to do as much?

And so to the third cause of that too rosy vision of Britain, which many foreigners have held. I refer to intentional over-selling of our situation, such as has been indulged off and on by the party in power. It is only natural that the Administration should wish to be seen in the best light abroad, and if it can put over the story that its major surgical operations are being executed without violent inroads on the health of Britain, then it stands to score for the time being.

Perhaps some of the fatuous food claims voiced by Ministers last summer and autumn afford the most obvious instance of this form of propaganda by concealment. We were solemnly told that our dietary was very near the top, alongside what foreigners were getting. No account whatever was taken of such trifles as sun, wine, fruit, climate, and it remained for rare foreigners who had been here, and had sampled our food, to tell the facts on returning to their various countries.

Subsidising myths by taciturnity hardly pays in the long run. If one cares to apply the X-rays to oneself, another foreign belief that I, at least, have had difficulty in navigating, is that of the absence of a black market in the United Kingdom. Endless foreigners have learnt this travesty from the printed word, printed in Britain.

An unexpected source of support for this argument of telling foreigners the facts of our condition, or, at any rate, not deliberately leaving the facts to be discovered, relates to German prisoners of war returned to Germany. I quote these extracts from our Government's paper in Germany:

"If one would only describe to the German the everyday life and worries of the average Englishman that would suffice to create a better understanding in the minds of the German people. I suggest that once a week an interview between a German reporter and an Englishman or Englishwoman from all classes be broadcast."

"Very few people in Germany realise that the workers in democratic England are by far worse off than in Germany, and hardly anybody knows that agriculture in England would be finished without the German P.O.W.s. The English don't work as farmers or agricultural labourers. They go into industry."

"People here still believe that the English want us to be in distress. That is not true. People in England are quite well-meaning, but they are not free to do as they would like, either."

"The average German believes that in England everything is rich and plentiful. I know that that is not the case."

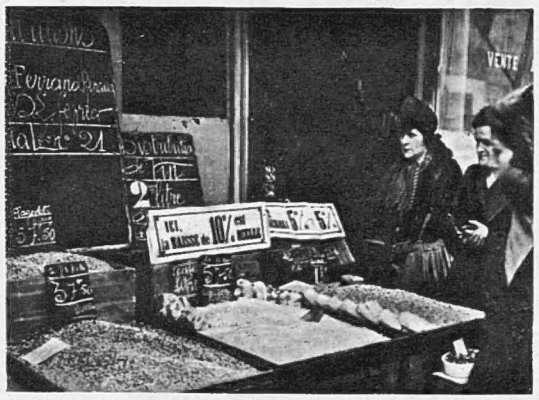
Wasn't it rather a feather in the French cap that they got to Dunkirk before us, to sign the alliance, in view of our recent uncertain self-revelation? There spoke that thing one so dodges away from on this side of the Channel—the heart.

The French are worried about our inability to reconcile the T.U.C. with the rest of the nation, as they have so far managed to do, thanks to possessing a Communist movement that proceeds with French intelligence.

Foreigners can hardly fail to feel that something is blue in the state of England when its inhabitants not only hang back from digging the one thing which all wish to import, but prefer to sit upon it to the steadily sinking temperature of their own nether portions. It is a demonstration of *homo sapiens* that rather disturbs neighbours.

The merchants of silver linings and the pedlars of blessings in disguise are heard in the land, and those who like that form of comfort may take their fill. Personally, I have no complaint about the truth concerning this country being known by foreigners. They will expect less from people who can afford to give much less than their attempt to keep up appearances indicates; and they will be more ready to help us in hard times.

LONDON—"1945 WE PUT 'EM IN—1947 THEY PUT US OUT. WHAT NEXT?" This message was daubed on the wall of a big North London factory when the great switch-off came to an end and the men who had been unemployed during the height of the fuel crisis at length returned to work



PARIS—THE GOVERNMENT'S ATTEMPT TO CURB INFLATION: A grocer's shop announcing the latest 5 per cent. cut in retail prices which, with the cut announced by M. Blum earlier in the year, now amounts to 10 per cent. In spite of these cuts the average Parisian finds it hard to keep going

BUCHAREST—THERE IS STARVATION IN THE LAND: A party of evacuated children, arriving in the Rumanian capital from Moldavia, is at once given food by a member of one of the relief organisations. Moldavia had bad harvests in 1946, largely as a result of severe drought

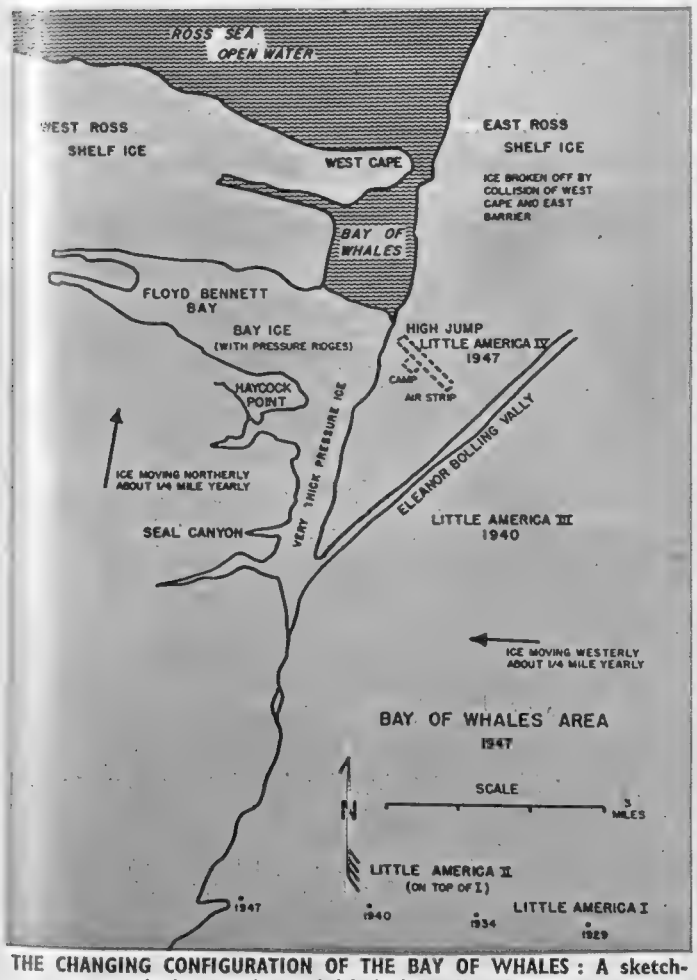
HAMBURG—A VISION OF COLD AND DESOLATION IN THE MUCH-BOMBED CITY: A Nissen-hut settlement under heavy snow during the recent cold spell which embraced all North Germany no less firmly than it did Britain. The Nissen-hut dwellers were given fuel priority

NEW LIGHT ON THE ANTARCTIC CONTINENT—A SKETCH-MAP SHOWING SOME OF THE FINDINGS OF ADMIRAL BYRD'S LATEST EXPEDITION TO THE FAR SOUTH, DURING WHICH HE FLEW OVER THE SOUTH POLE: Admiral Byrd established his base at the end of January in Little America, near the Bay of Whales, and from the airstrip his transport planes took off on a remarkable series of photographic survey flights which have already yielded spectacular results, making necessary modifications to all existing Antarctic maps. Byrd's discovery of 15,000-ft. mountains tends to confirm the existence of an Antarctic Andes, which was first suggested by Mawson. The Antarctic oases, some remarkable ice-free areas, were discovered in Knox Land by the Western Task Force planes, and their position is not given on this sketch-map—*Drawing by Percy Home*

WITH BYRD in the ANTARCTIC

Remarkable Discoveries by the United States Expedition

Admiral Byrd's triple-based, heavily-manned expedition to the Antarctic has accomplished some interesting flights and exploratory expeditions, especially from the Little America base. One flight in particular across the Great Ice Shelf for 700 miles in a south-east direction discovered mountains 15,000 ft. high. The plane had difficulty in gaining sufficient altitude to scale this barrier. The distance from the Pole being given as 180 miles, the position of these high peaks can be approximately judged. They would appear to confirm the view put forward in one of Sir Douglas Mawson's volumes that a continuous mountain chain runs across the Antarctic Continent from Cape Adare to Graham Land



THE CHANGING CONFIGURATION OF THE BAY OF WHALES: A sketch-map made by members of Admiral Byrd's advance party when they penetrated the Bay of Whales last January and for the second time established the camp at Little America. Each succeeding expedition has recorded changes in the Bay of Whales as the barrier ice moves in a northerly direction at about one-quarter mile yearly, and it also travels westward at about the same pace. The Bay really represents two great shelf ice systems. The west shelf is a rectangle 300 by 400 miles, and the east shelf is 100 by 200 miles. When sufficient pressure is built up in the Bay many square miles will break off as icebergs, and another new Bay will take shape

THE SUBMARINE "SENNET" HAS BEEN IN CONSTANT TROUBLE: Members of the crew of the ice-breaker "Northwind" coming to the rescue of the "Sennet," which was driven on to the pack ice by shifting winds. On three occasions lines had to be thrown to the submarine preparatory to taking her in tow, and eventually Admiral Byrd decided that she was unsuitable for operation in these treacherous waters, and she was despatched home in advance of the rest of the expedition. Throughout the Admiral's sojourn at Little America it was the task of the "Northwind" to keep the passage open through the pack ice

LITTLE AMERICA, WHERE ADMIRAL BYRD ESTABLISHED HIS 1947 HEADQUARTERS AND PROCEEDED WITH TRANSPORT PLANES TO CARRY OUT AN AERIAL S
WHICH HAD BEEN LANDED FROM THE FIRST OF THE FREIGHTERS TO MAKE ITS WAY THROUGH THE PACK-ICE: Little America, which was also used by Byrd d party, flew 600 miles to Little America from his aircraft-carrier "Philippine Sea," and he based himself with 190 men there through the first three weeks of F

WITH BYRD IN THE ANTARCTIC

THE COASTGUARD CUTTER "NORTHWIND" OPERATING IN THE AREA OF PACK-ICE: The vessel, with its massive steel bows, was used to break passages through the ice for the more thin-skinned supply ships, which had to be helped through to the Ross Barrier, where they unloaded their stores for the base at Little America. When this picture was taken members of a shore party were setting off

HOW THE "NORTHWIND" GOES INTO ACTION: An aerial view taken in the Bay of Whales and showing Admiral Byrd's ice-breaker charging the solid bay ice. Because of the shape of her spoon-like bow the "Northwind" rides up on to the ice and then cracks through it with the aid of her own massive weight. On her deck she carries a catapult plane for surveying the ice formations ahead

THE "NORTHWIND" LEADS THE WAY: Admiral Byrd's ice-breaker smashing a path through the 10-ft. thick pack-ice in the region of the Bay of Whales and at the approaches to the Little America base. Following her are three of the supply ships which, as shown on the next page, later moored near the Ross Barrier and unloaded their stores

By the middle of February news had begun to come through from the Antarctic regarding the success of Admiral Byrd's latest expedition, and it became known that his survey planes, ranging far and wide from the airfield on the Ross Barrier at Little America, had made many important discoveries regarding the configuration of the only partly-explored continent. The pictures on these pages show the first arrival of the expedition in the region of the Bay of Whales, and the re-establishment of the Little America base which Admiral Byrd also used on his 1939-41 expedition. The operations of the ice-breaker *Northwind*, which cut a way through the pack-ice for the supply ships, are of special interest. This vessel, which is of the type that does such good service on the North Atlantic ice patrol as the bergs drift southwards in the summer, has been invaluable to the expedition, enabling Admiral Byrd and his 190 men to establish themselves on the Barrier and carry out their photographic surveys to schedule. At the time of writing the main body of the expedition is on its way home, and it is hoped that its photographic data will soon be available

SURVEY OF THE ANTARCTIC CONTINENT—A VIEW OF THE CAMP ON THE SECOND DAY OF UNLOADING, SHOWING TRACTORS, CARGO SLEDS, JEEPS AND TRUCKS during his expedition in 1939-41, lies near the Bay of Whales and on the Great Barrier. On January 30 Admiral Byrd, following in the wake of his advance February. It was from the Little America airstrip that the Admiral took off on his flight to the South Pole, where he dropped a flag representing the United Nations

THE ICE-BREAKER "NORTHWIND" AND HER SATELLITES AT ANCHOR IN THE BAY OF WHALES: The vessels seen after they had passed through the deep belt of pack-ice and were beginning to unload their stores. Some of the expedition's vehicles, which carried the stores to the Little America base, are seen making their way across the ice. The "Northwind" is in the foreground. In the centre is the "Merrick" and in the background is the "Yancy." The "Yancy" had some difficulty in making a passage through the pack-ice, as no sooner had the "Northwind" broken a way through than the broken masses were welded together again by the intense cold. After several abortive attempts the "Northwind" took the "Yancy" in tow and the journey was accomplished

A Foreign News Survey

SIGNING THE TREATY OF DUNKIRK

Two American Disasters ; The Marines at Iwo Jima ; Another Dairen Incident

MR. BEVIN AND M. BIDAULT SIGN THE PACT OF DUNKIRK : The Foreign Ministers of France and Great Britain watched by their colleagues in the drawing-room of the Sub-Prefecture as they put their signatures to the historic document which provides for a fifty-year military and economic alliance between France and Britain

THE RENEWAL OF THE HISTORIC ENTENTE CORDIALE : Signing the treaty which recognises the common interests of the two great Western Powers. M. Bidault and Mr. Bevin seen at the moment of signing. After the ceremony Mr. Bevin declared : "My country will never leave France. France will never leave the side of Britain." Russia, declared Britain's Foreign Secretary, understood that the treaty was not a "Western Bloc," but an attempt to make a contribution to a perfect pattern of universal peace. After the brief ceremony Mr. Bevin continued his journey to Moscow

LOS ANGELES IS ROCKED BY A MIGHTY EXPLOSION : An aerial view showing the city block almost completely levelled by an explosion originating in an acid tank at an electro-plating works. At least forty-two people were killed and 300 were injured

THE GRIM SEARCH FOR THE VICTIMS AFTER THE LOS ANGELES DISASTER : A close-up of the scene of devastation in the city following the explosion at an electro-plating works. The explosion destroyed a two-storey building completely, and according to the police 300 other buildings were damaged over an area of about a square mile. About twenty motor-cars parked near the scene of the explosion were demolished. A fire that followed was kept under control

ONE OF SEVERAL DISASTERS ON THE AMERICAN RAILROADS IN FEBRUARY : Two engines and several coaches derailed and lying on the embankment after the Pennsylvania Railroad's "Red Arrow" express from Detroit to New York had been derailed when travelling at speed on a curve about ten miles west of Altoona, Pennsylvania. Twenty-four persons were killed and over 100 were taken to hospital at Altoona. Bodies were being removed from the wreckage eight hours after the crash. Ten days later near this same spot a Pullman car broke loose from the rear of a train, the negro porter being killed. In Florida fifty people were also injured when the "Orange Blossom" Special hit a split rail

AMERICA REMEMBERS HER WAR DEAD ON THE SECOND ANNIVERSARY OF THE BATTLE OF IWO JIMA: Scenes on the Pacific volcanic island two years after the 5th Amphibious Corps fought their way ashore in the face of fierce resistance from the Japanese garrison. *Left*—**Troops drawn up in the United States cemetery during the special anniversary service. In the distance is the volcanic peak of Mount Suribachi, scene of some of the bitterest fighting, and flying overhead are four-engined military planes.** *Right*—**As the American flag is flown at half-mast, a wreath is placed on the monument at the summit of Mount Suribachi.** Several members of the Marine guard of honour took part in the original assault. The capture of Suribachi was a major military operation, as every cave and crevice was held by the determined foe, who used each natural feature and also strengthened their defences by means of pill-boxes. After twenty-four hours of the fiercest struggle the Marines scaled the lava slopes. Altogether, 800 ships were engaged in the assault and 8,000 tons of shells were fired into the Japanese positions in the opening days

MORE TROUBLE AT THE PORT OF DAIREN: Commander Yates, of the United States Landing Craft 1090, saluting as his vessel left the port after being ordered to do so by Soviet officials. Standing in the centre and wearing a trench coat is the United States Consul, and on the left are the Russian officials who relayed the orders. Ever since the beginning of 1946 Russian tactics in Dairen have been most high-handed, although under the terms of her agreement with China her powers in the port are limited to the use of half the port installations and equipment

THE LONGEST NON-STOP FLIGHT BY A FIGHTER AIRCRAFT: The United States Army's P-82, named "Betty Jo" after the wife of the pilot, Lieut.-Colonel Thacker, circling over Oahu before starting out on its record-breaking dash across the Pacific Ocean and the American Continent. The plane flew the 4,978 miles from Honolulu to La Guardia Airfield, New York in 14 hours, 31 minutes. For a great part of the journey the *Betty Jo* was at an altitude of 21,000 ft.

AFTER A LATHI CHARGE ON THE BEACH AT CHOWPATTY: Police making an arrest following disturbances on the seafront near Bombay when members of the so-called Forward Bloc of Bombay attempted to stage a meeting on the anniversary of the Indian naval mutiny. They made a platform out of a table-tennis table, erected the Congress Party flag, and then began speech-making in defiance of the ban on the assembly of five or more persons. The police at once went into action and the lathi charge quickly cleared the area

A MYSTERY OF LAKE COMO: An amateur photographer's picture which has aroused official interest. Reports have been published in Italy of a mysterious small submarine being used for smuggling contraband goods between Porlezza, Italy, and Lugano, Switzerland. This queer-shaped submarine was snapped by an amateur photographer recently in the Lake of Como. There is, however, no evidence regarding the precise activities of this particular craft or of its connection with smuggling

HUTTON HEADED THE M.C.C. BATTING AVERAGES: The Yorkshire batsman, who averaged 70 for each first-class innings during the tour, seen as he put one through the slips during the last Test match at Sydney. McCool and Miller are both running for the ball, which has just passed between them. Hutton made 122, but through illness was unable to complete his innings. His play improved markedly as the tour progressed, and he will obviously be one of our cricketing mainstays for a long while to come

THE MAN WHO LED THE AUSTRALIANS TO VICTORY: Don Bradman had a Test average of 97·14

The BATSMEN of the AUSTRALIAN TOUR

Men Who Made Their Mark in the 1946-47 Season "Down Under"

The M.C.C.'s 1946-47 cricket tour of Australia is over. It has been a hectic and prolonged affair for the players, but there is no doubt that Hammond and his men have created much goodwill. In batting, no new reputations have been made on the M.C.C. side, and some old ones have been lost. Hutton and Compton, however, have held their place. Among the Australians Bradman was again pre-eminent, with the colossal average of 97, and Morris and Miller both showed that they have brilliant futures in international cricket. Hammond, like Bradman, now retires from Test matches

MORRIS, WELL OUT OF HIS GROUND, ABOUT TO BE STUMPED BY THE BRILLIANT EVANS: A fine action picture taken during M.C.C.'s match against New South Wales. Morris, with a Test average of 71, was second only to Bradman as a run-getter and may well be the best left-hand opening bat since Bardsley. His two centuries in one Test at the Adelaide Oval will long be remembered as an example of fluent run-getting

COMPTON'S STROKE PRODUCTION WAS A JOY TO WATCH: With an average of 65 he emerges second in the batting list, but mere figures in no way reflect the excellence of his contribution. His centuries at Adelaide were the highlight of the tour

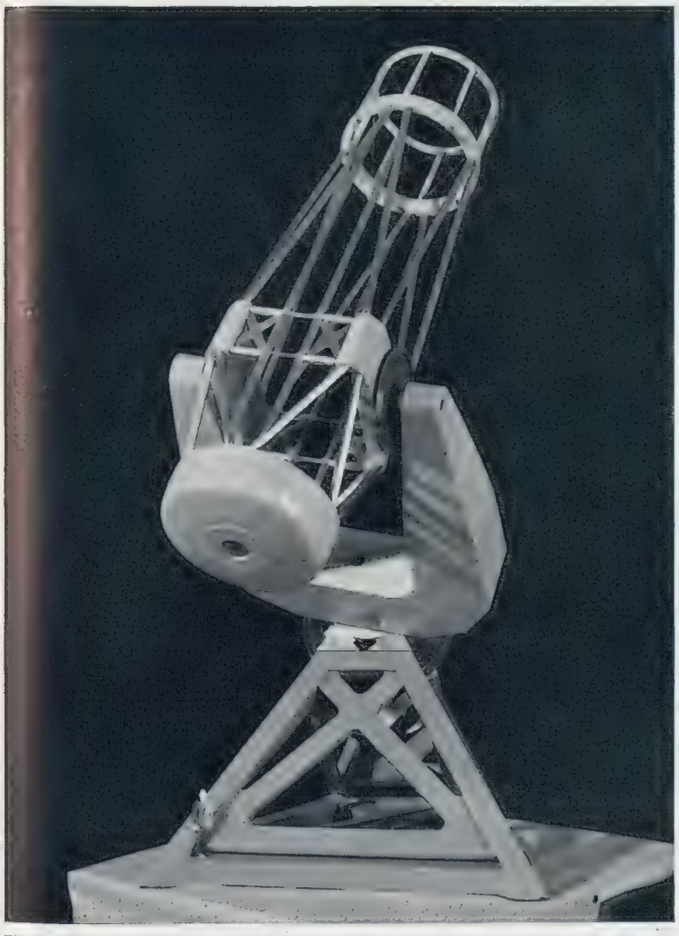
BARNES AND MILLER, TWO AUSTRALIAN BATSMEN WHO WERE ALSO AMONG THE ARCHITECTS OF VICTORY: *Left*—Barnes is seen putting the ball past Edrich in the slips. *Right*—Miller receiving the applause of the Adelaide crowd after a brilliant innings of 142 not out. Barnes, whose Test career is probably now over, as he is coming to England, averaged 73 in the Tests and Miller averaged 76. Miller is undoubtedly the brightest of all the Australian batsmen, saving the Don when he gets going

THE MARCH OF EDUCATION—STUDENTS READING FROM A MAGNIFIED MICRO-FILM WHEN STUDYING SCIENTIFIC SUBJECTS IN A SPECIALLY-ADAPTED READING-ROOM: In a speech in Parliament shortly before her death, Miss Ellen Wilkinson referred to the appalling destruction of every kind of educational and scientific apparatus as a result of the war. "We are looking to see to what extent we can use the great inventions of science," she said, "to short circuit some of the more obvious shortages. We hope the invention of the micro-film may help, enabling the micro-filming and storage of scientific articles appearing in scattered scientific journals in the world. The idea is to have a small glass frame in front of which the student will sit. The micro-film is magnified and he will read his books in that way." The tremendous possibilities of this plan, it is understood, are being explored by Unesco. A point of particular advantage is that it is possible to get into a very small space micro-films dealing with practically the whole of the written work on any particular subject—*Drawing by W. G. Whitaker*

Science and Astronomy

READING BY MICRO-FILM

The Lick Telescope Under Construction; Measuring Solar Refraction



THE WORLD'S SECOND LARGEST TELESCOPE HAS NOW REACHED THE PRODUCTION STAGE: A one-sixteenth model of the great telescope, with a 120-in. reflector, which is being built for the Lick Observatory of the University of California. The telescope will take at least four years to construct on its mountain-top site, and when completed the mirror will take astronomers 900,000,000 light-years out into space

WHEN THE SUN SETS OVER PROVIDENCE, RHODE ISLAND: This unusual picture was taken by Professor Charles H. Smiley, of Brown University, who is hard at work gathering information with regard to the problems of refraction. The oval appearance of the sun and the irregularities on the edges are the results of atmospheric refraction. Professor Smiley has been measuring the vertical diameter of the sun at sunrise and sunset, making a series of photographs of the irregularities. It is expected that his researches will, when finally collated, reveal facts of special value in the plotting of new air routes across the polar regions

THE TASK OF RESTORING CANTERBURY CATHEDRAL

A Vast Undertaking Which Has Been Materially Aided by An American's Munificence

THE CARPENTERS ARE AT WORK IN THE NAVE OF CANTERBURY: First-aid repairs in progress in the great Cathedral which, apart from the bomb damage suffered in the precincts on the night of May 31, 1942, is also in arrears as regards general maintenance. In all, the Cathedral requires £300,000 for its restoration programme, and of this £124,000 has lately been gifted by Mr. Thomas Lamont, of New York

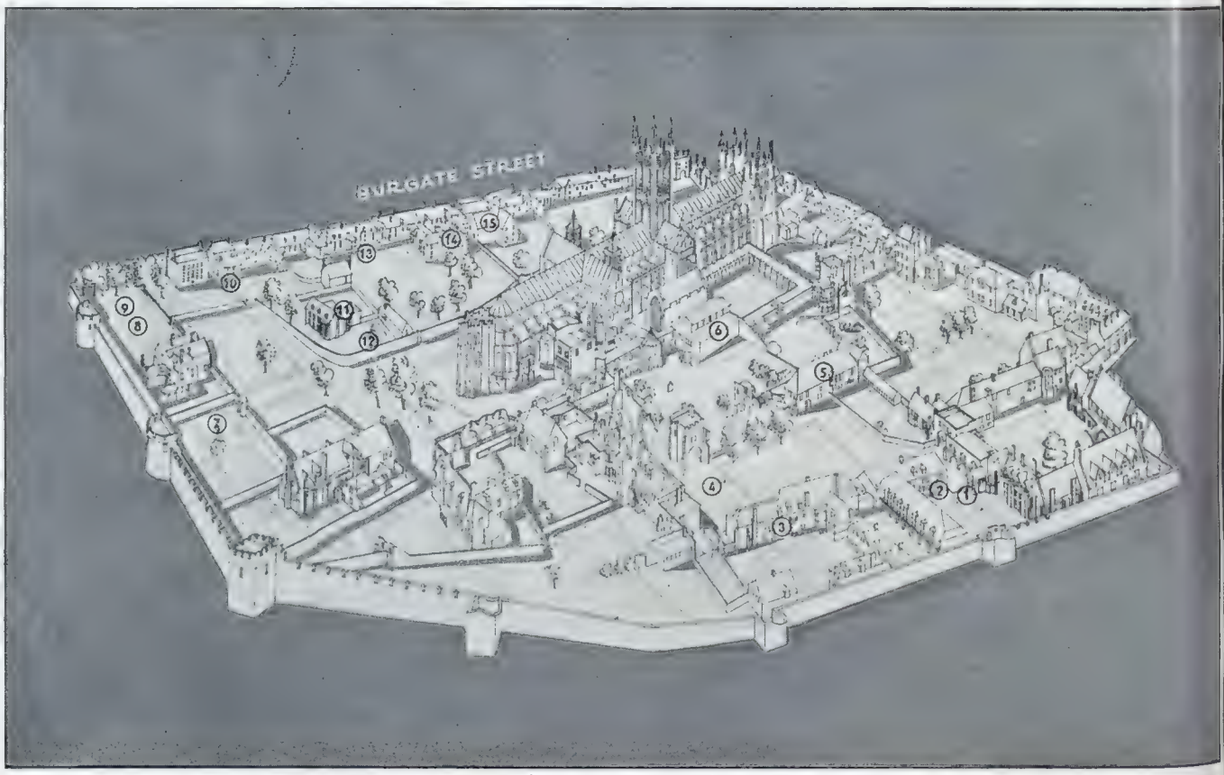
RESTORING HERALDIC DEVICES ON THE ROOF OF CANTERBURY'S GREAT CLOISTER: An expert at work repainting the shields, many of which were splintered by bomb blast and have undergone repairs. Last July, it may be remembered, the King and Queen attended the unveiling of the Royal Arms in the North Walk, and since then a further large section of roof has been restored

On right—

WHERE THE BOMBS FELL

Although Press reports have often referred to the miraculous escape of Canterbury Cathedral in the 1942 blitz, it must be remembered that much Cathedral property was damaged, and this key shows the chief points at which bombs were dropped. A large part of the city itself was laid waste, notably the shopping area beyond Burgate Street and St. George's Street

1 and 2. King's School Dining Hall
3. The Monastic Bakery
4. The Deanery
5. The Cellarer's House
6. The Cathedral Library
7, 8 and 9. Canonical House and Kent War Memorial
10. Residence of the late Lady Davidson
11 and 12. Canonical House
13. Burgate Street Houses
14. Canonical House
15. Organist's House

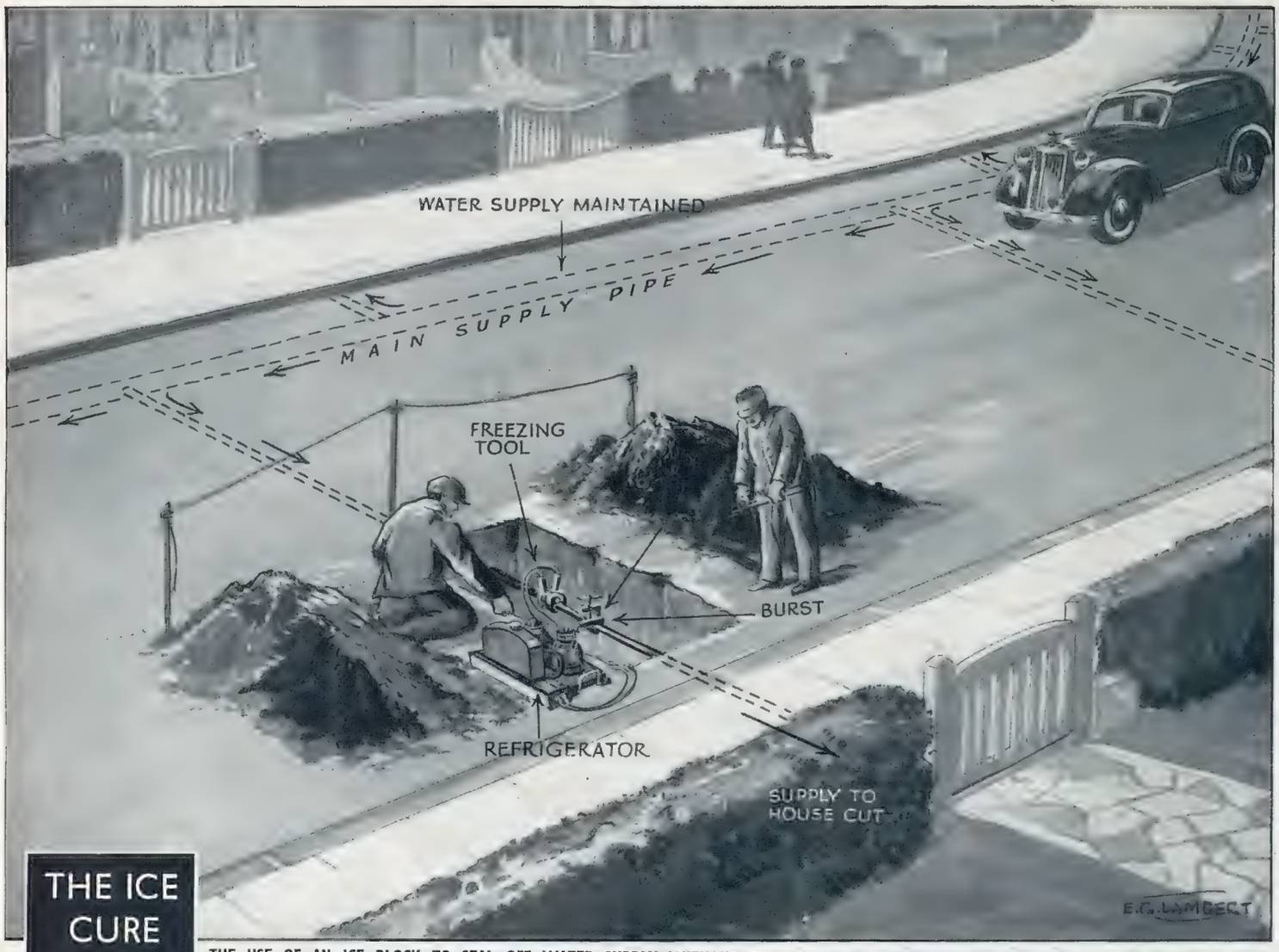


WHERE THE DAMAGE OCCURRED ON THE NIGHT OF MAY 31, 1942, WHEN CANTERBURY WAS SUBJECTED TO ONE OF THE FIERCEST OF THE SO-CALLED "BAEDEKER" RAIDS: A diagrammatic sketch of the Cathedral and its precincts, showing how the main fabric escaped although encircled by bombs and later straddled with incendiaries. The Cathedral Library (No. 6) was a total loss, but the priceless MSS. had been removed to safety in September 1939. A key to the numbers on this sketch will be found on the left

RESTORING THE GREAT CANOPIED TOMB OF ARCHBISHOP CHICHELE : A craftsman at work repainting the saintly figures which surround the tomb of one of the outstanding figures associated with Canterbury Cathedral in the fifteenth century. The tomb formerly had an overweight of crimson and gold colouring, and this is now being mitigated. Quite apart from the effects of blast, a great deal of repair work requires to be done throughout the Cathedral and a certain amount of the stonework is in a decaying condition. The report of the Cathedral's consulting architect has revealed, indeed, an alarming state of affairs, and, if this is to be made good, it is absolutely essential that the Cathedral obtains the whole sum of £300,000, for which an appeal has been launched

REPAIRING MASONRY CRACKED BY THE BOMBING WITHIN THE CATHEDRAL PRECINCTS : Two pictures showing the reconstruction work in progress above the tombs of Margaret Holland and her two husbands, John, Earl of Somerset, and Thomas, Duke of Clarence

When, on the night of May 31, 1942, German bombers came in over the South Coast, and with dramatic suddenness turned their attention on Canterbury, they found a city that was almost wholly undefended. There was no heavy anti-aircraft barrage to deflect the planes from their target, and the night-fighter defences were caught unawares, never suspecting that the Cathedral city was the German objective and that Goering was embarking on a series of terror raids intent wholly on the shaking of morale. In that devastating raid the heart of Canterbury's shopping quarter was torn out at one blow, but by some miracle the Cathedral, ringed with high explosives and incendiaries, remained substantially intact. The damage in the precincts of the Cathedral was severe, however, and the famous library was demolished. To effect these repairs and catch up with the arrears of maintenance in the Cathedral will cost £300,000, and of this sum £82,000 had been raised by February of this year. Then came the surprise announcement that Mr. Thomas W. Lamont, a partner in the firm of J. P. Morgan and Co., of New York, had made a gift to the Cathedral of 500,000 dollars (£124,000). The gift is, in the donor's words, "entirely unsolicited"—a spontaneous recognition by an American citizen of the pressing need of "a shrine and a building which are the heritage of the whole Christian world." In his letter to the Archbishop, Mr. Lamont declared: "It was centuries ago that your workmen erected this monument of beauty and worship, and always since that time it has been cherished by the English-speaking race. It is you with whom we share our religious convictions, brought to the New World with our forebears at Jamestown and Massachusetts Bay. We have followed the way as they followed it"

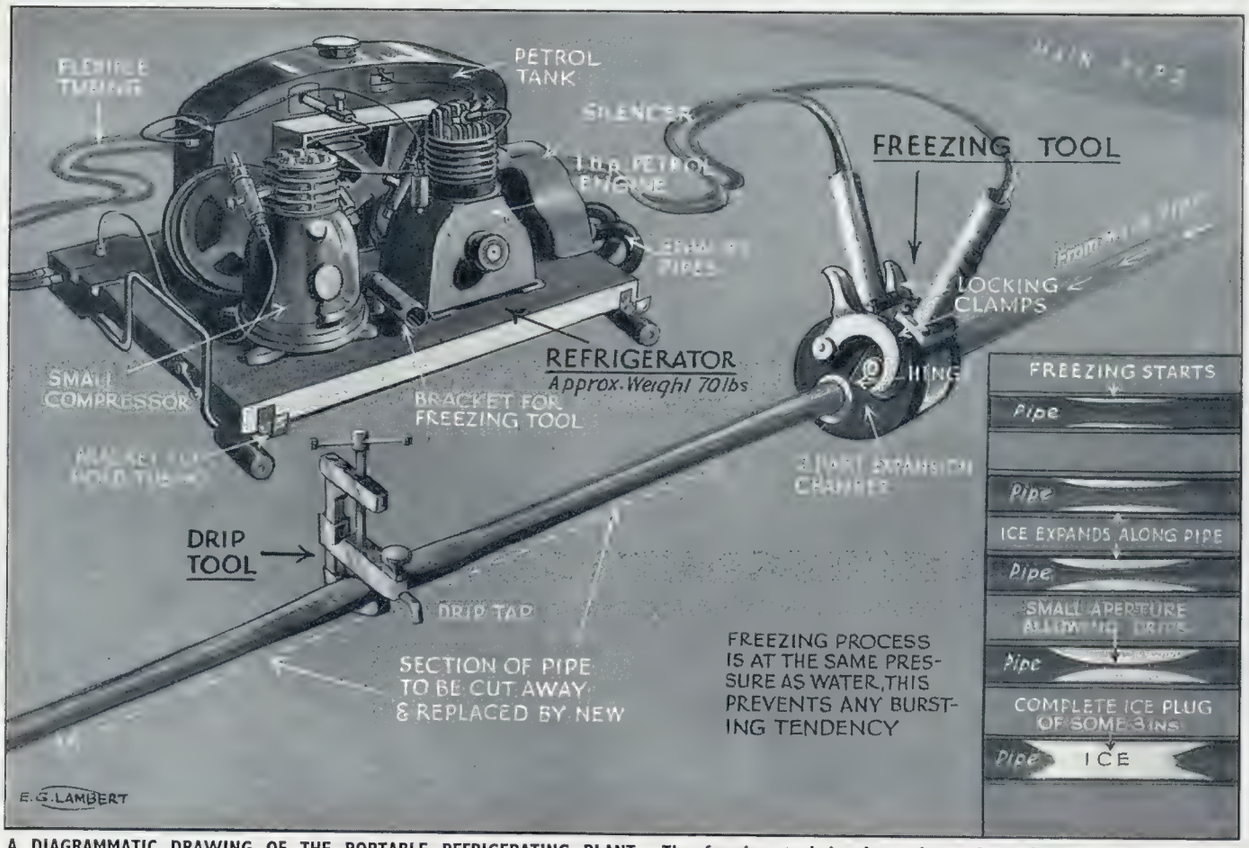


THE USE OF AN ICE BLOCK TO SEAL OFF WATER SUPPLY WITHOUT TURNING OFF AT THE MAIN: This new invention by Mr. E. G. B. Gledhill, the engineer and manager of Sutton District Water Company and President of the Association of Waterworks Officers, has the virtue of simplicity and cheapness. It has, too, a considerable practical advantage to the householder in that it permits a section of the water-supply system (affecting possibly only one house) to be cut without turning off at the main and stopping the supply of all consumers in the road. The apparatus consists of a simple, portable refrigerating plant, weighing only 70 lbs., and powered by a 1-h.p. petrol engine, which is used to form an ice plug in any desired part of the water-supply system

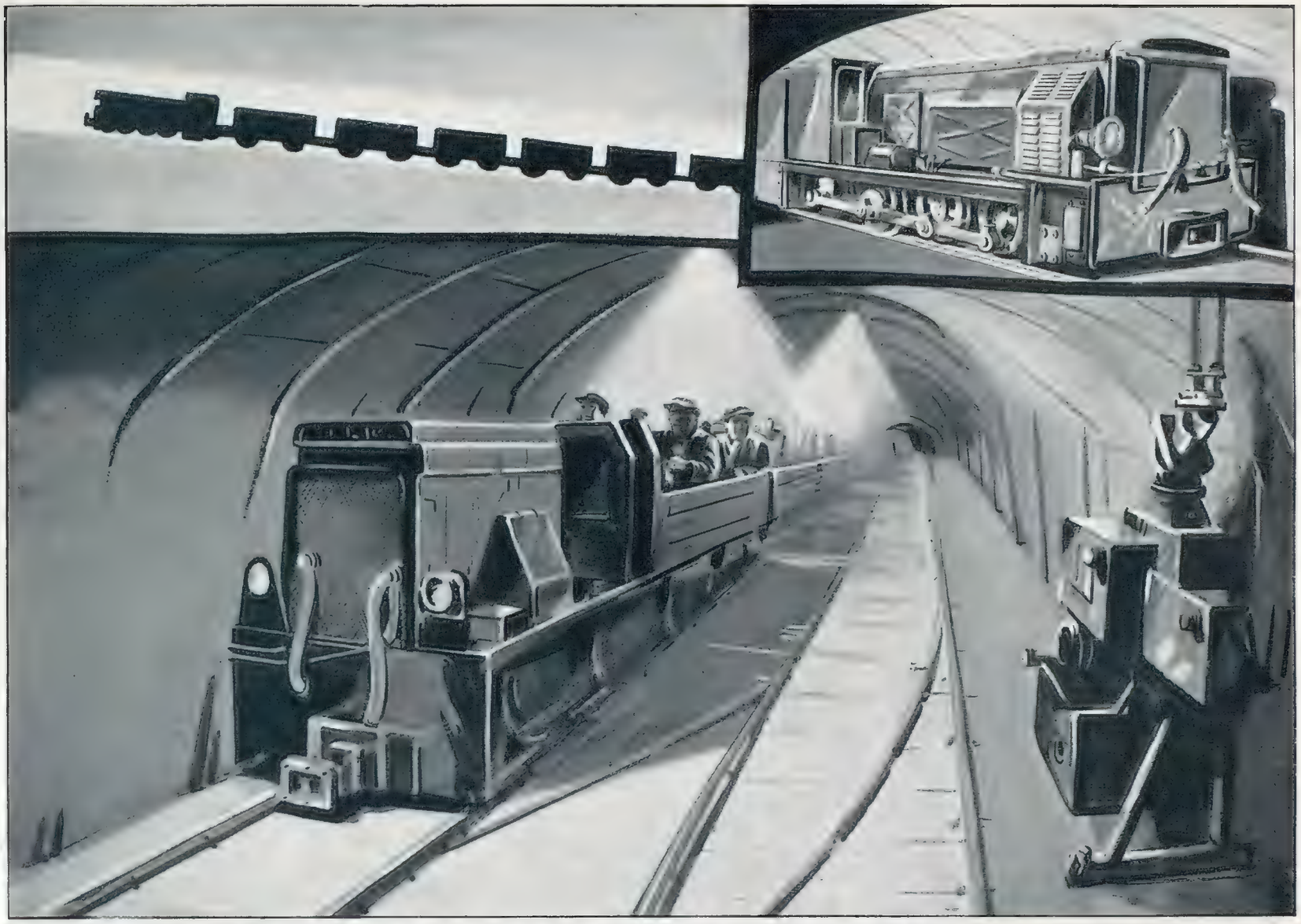
THE ICE CURE

A New Method of Sealing Off Pipes by Forming an Ice Block

The ingenuity of Mr. E. G. B. Gledhill has turned the greatest enemy of water-supply systems—ice—to practical advantage. By using a small, portable refrigerating plant to form an ice block in the water-pipe, any section can be effectively sealed off without in any way damaging the pipe. At present, if certain portions of the water service pipes have to be repaired, the supply must be turned off at the main, which stops the supply for the entire road. By this new method, only one house need be affected. Mr. Gledhill had the collaboration of Mr. T. N. Young, in designing the apparatus, which costs only £130, and is simple, easily transportable and quick to operate. It was demonstrated at Cheam recently to a party of water engineers from all over the country and may become a standard item of their equipment. An important advantage over the present system is that the "Freez-Seal" eliminates the disturbance of sediment which occurs when the mains are re-filled after emptying. This results in discoloured water being delivered to the consumer until the sediment has re-settled



A DIAGRAMMATIC DRAWING OF THE PORTABLE REFRIGERATING PLANT: The freezing tool is clamped to the point on the pipe where the plugging is required. A small drip tap is fixed which relieves the pressure within the pipe while the ice plug is being formed, and also serves to indicate the progress of the freezing. When this has been fitted, the formation of the ice block can begin. This is controlled so that the pressure of the freezing process is the same as that of the water supply to prevent a burst. The inset in the bottom right corner of the drawing shows the gradual formation of the ice plug—*Drawings by E. G. Lambert*



IN THE MODERN COLLIERY THE COLLIER CAN RIDE BY DIESEL TRAIN TO THE COAL FACE: In one Yorkshire pit the introduction of these Diesel trains has increased output by 1,000 tons a week. The men are saved a fatiguing walk through the workings, and this has a corresponding effect on their efficiency. On the right of the picture is another piece of modern equipment, the flame-proof switch pillar—*Drawing by W. C. Ives*

SPEEDING COAL PRODUCTION

New Methods of Haulage are Being Introduced to Britain's Pits to Aid the Battle for Output

Many British collieries are hopelessly out of date, mechanical coal-cutters, where they exist, haulage systems and ventilation methods being quite inadequate for present needs. Those pits which have been able to introduce man-riding have found the system most effective, the men being able to reach the working face at a speed of 15 m.p.h. and in perfect safety. Not all pits are suited at the moment for the introduction of such equipment, and the system certainly works most smoothly in those mines possessing a slope as well as a haulage shaft. There are several makes of colliery haulage Diesels on the market, and also lightweight man-riding cars which each seat twenty-four miners. These Diesels, with powerful braking, are permitted to work on gradients of 1 in 15. In many mines haulage is at present operated on the endless rope principle

IMPROVEMENTS ARE ALSO BEING EFFECTED IN COAL-HANDLING—A BUSY SCENE AT BATTERSEA POWER STATION WHEN THE FIRST BARGES ARRIVED TO RELIEVE THE FUEL CRISIS: In the past coal-handling has wasted much valuable time, but now colliers and barges are automatically loaded and trimmed, and they are discharged by high-speed cranes fitted with grabs which can lift five tons of coal at a time. At Wandsworth the authorities state that two cranes can clear 600 tons of coal in an hour, and it is probable that the Battersea equipment is capable of the same high performance

THE WINTER PLIGHT OF THE FARMERS

And Other Home News Events

FEEDING-TIME FOR THE SNOWBOUND FLOCKS IN THE WILDS OF WESTMORLAND: A dramatic snow scene near Kirkby Stephen, where the farmers have been taking food to their sheep by sledge. The sledge can be seen in the middle distance and the sheep are gathered round the fodder which has been laid down for them. Many of the fine breeding flocks in this area have been in pitiful plight, and during the severe cold farmers found them either frozen together or frozen against the walls of farm buildings. In many parts of the North Country valuable sheep have been lost. Sheep losses are also reported from North Wales. In Northants farmers have had to feed their flocks from slender supplies of oats and beans

THE PLIGHT OF A DARTMOOR FARMER: Members of a relief party arriving with hay for the cattle at Cockerton Tor Farm, which was for several days completely cut off by the snow. When the party arrived at the farm they found many cattle dead, some as a result of the cold and some from starvation. The seventy-six-year-old farmer, Mr. Charles Mortimer, the sole occupant of the farm, was in a poor state of health, and he was completely out of food. There was not even a crust of bread in the farmhouse. The relief party also brought him a supply of coal

AN AVALANCHE BURIES A NORTH WALES FARMHOUSE: Men engaged in clearing the snow at Tyn-Y-Wern Farm, which was engulfed by many hundreds of tons of snow which swept down the mountainside near Corwen, Merionethshire. There were three occupants of the farm, including a bedridden man of seventy-three. Over thirty villagers assisted in digging out the farmhouse

DISCIPLINE AND SAGACITY AT THE ASSOCIATED SHEEP, POLICE AND ARMY DOGS' CHAMPIONSHIP SHOW AT THE HORTICULTURAL HALL: Two pictures taken as the police dogs gave their display before a crowded gathering. *Left*—**The dogs sit still for five minutes after watching their owners leave the hall.** *Right*—**Sigfried of Jotunheim reveals his powers of detection by selecting his master's personal property from a row of miscellaneous articles arranged along the floor of the hall. The Army dogs also gave a most effective display. These dogs were trained during the war to carry out such tasks as the guarding of ammunition-dumps. They would not attack British Army personnel, and when making a capture they would lead the prisoner firmly to the nearest sentry**

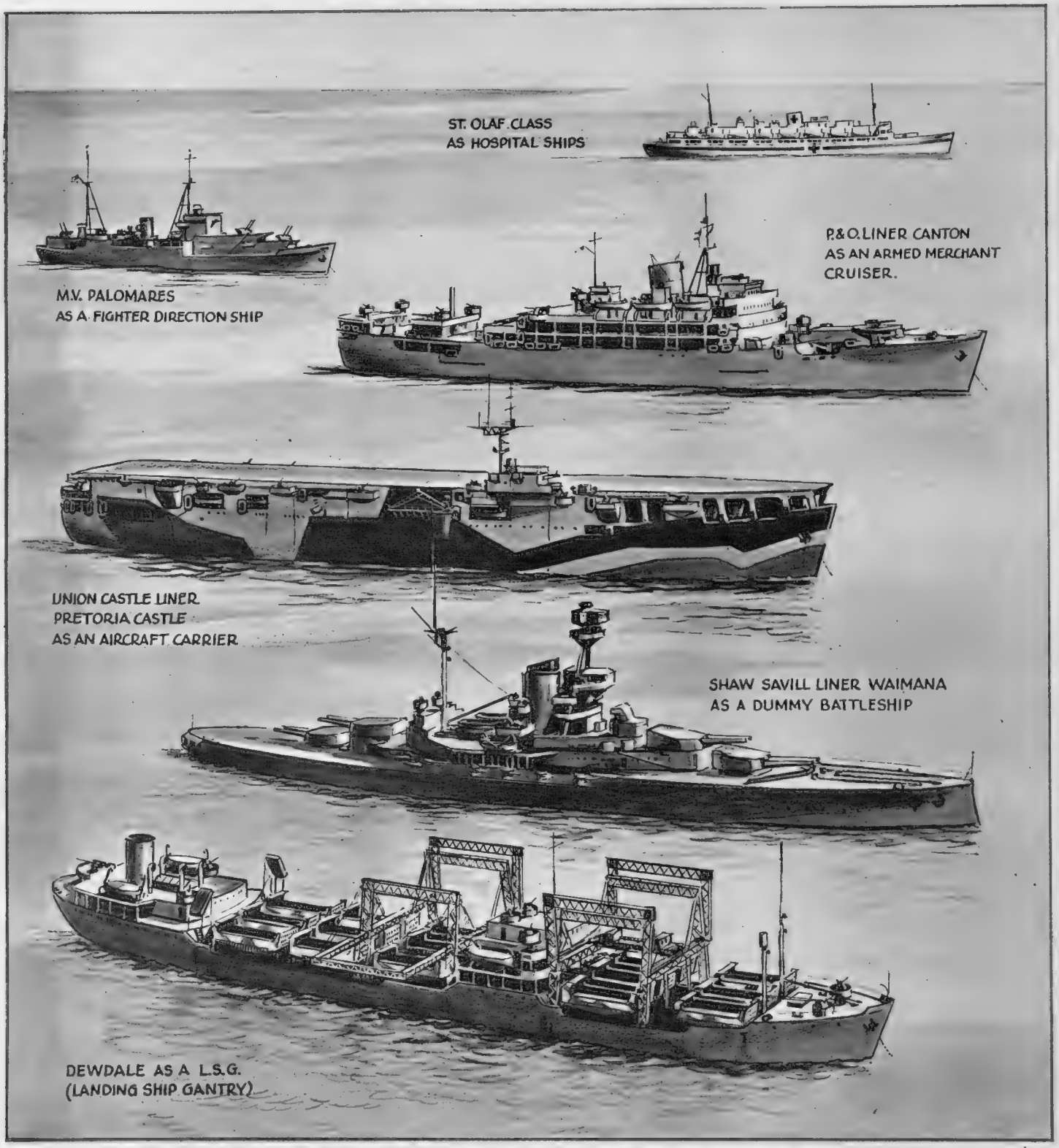
HORTON COURT BECOMES THE PROPERTY OF THE NATION : The original Norman north wing of the essentially Tudor mansion at Chipping Sodbury, Gloucestershire, presented to the National Trust by the late Miss Hilda Wills, a member of the West Country tobacco family. The place is of very special archæological importance as it is a rare example of an unfortified Norman house. The first possessor of Horton Court was Ulf, son of Earl Harold, and being an anti-Norman he was banished to Normandy by the Conqueror. The Norman wing at Horton Court includes two windows and a fine doorway

A BEAUTY SPOT IN THE HEART OF THE GLOUCESTERSHIRE COUNTRYSIDE : A summertime view of Horton Court, the part Tudor, part Norman mansion presented to the National Trust by the late Miss Hilda Wills. The Norman wing is seen on the left, adjoining the church

THE SEA CREATES A GHOST VILLAGE ON THE DEVON COAST : Some of the wrecked houses at Hallands, where the gradual encroachment of the sea has led in the course of years to the evacuation of almost the entire population. Once there were 200 inhabitants ; now there are only two, and their home is constantly threatened during the winter months

WHENCE ALL BUT THEY HAD FLED : Eighty-year-old Bill Prettyjohn and his sister, Elizabeth Prettyjohn, standing in the deserted village of Hallands, Devon, where the sea has encroached upon most of the houses. The Prettyjohns remember when Hallands had 200 inhabitants, but to-day all that remains is their own house. During the New Year storms the high seas broke over their house, doing a certain amount of damage, and it is only a matter of time before there are still further encroachments. The Prettyjohns were born in Hallands, however, and there they are determined to stay as long as they can

HAMPSHIRE FARMWORKERS PARADE IN STRENGTH AS THEY UNFURL THEIR NEW BANNER : *Left*—**Members of the National Union of Agricultural Workers marching through the streets of Winchester with their new banner carried before them ; and** (*right*) **Mr. A. C. Dunn, General Secretary of the Union, speaking at the official unfurling ceremony. The farmworkers made a big day of it, and, after a meeting at Winchester Guildhall, a darts tournament was held between rival Hampshire and Wiltshire villages. The new banner, bearing the words "Agitate, Educate, Organise," replaces a banner which was lost during the war**



HOW MERCHANT SHIPS WERE RADICALLY ALTERED IN APPEARANCE IN THE WAR: An artist's impression of the St. Olaf class of hospital ship; the "Palomares," a former fruit-carrier, which became a fighter direction ship; the Union Castle liner "Pretoria Castle," which became an aircraft-carrier; the Shaw Savill liner "Waimana," which became a dummy battleship; and the "Dewdale," which became a landing-craft carrier. Most of these vessels are being changed back to peace-time roles—*Drawing by Laurence Dunn*

SHIPS SHED THEIR "WAR-PAINT"

How They Were Fitted Out for War Needs and are Being Re-converted for Peace-time Use

This week the Union Castle liner **WARWICK CASTLE** was due to sail on her first post-war voyage as a passenger liner, after several years of war work. Completed at the start of 1939 by Harland and Wolff, Ltd., at Belfast, as the *Pretoria Castle*, she was only able to make two round trips to South Africa on the intermediate service before the outbreak of war. She was then taken over by the Royal Navy and converted into an armed merchant cruiser, and in this guise operated for several months in the South Atlantic. She then returned to the Tyne, where she underwent her second conversion, this time into a trials aircraft-carrier. On board all kinds of tests were carried out, both of new aircraft types and new equipment, the data gained being passed on to other carriers.

Now she has been converted back to a passenger liner by her builders and has been renamed *Warwick Castle*, to leave the previous name free for a much larger liner now under construction. The name *Warwick Castle*, it will be remembered, was borne previously by a 20,000-ton motorship which was torpedoed in the third year of the War. The present *Warwick*

On right—
The 20,000 workers of the Queen's Island shipyard, Belfast, and the firm of Harland and Wolff, which employs them, already see 1947 as the biggest year in the almost century-old history of the yard, with a bigger output than ever before. As Britain's Merchant Marine plunges into a building campaign to make good the losses of the War, Queen's Island has twenty-three ships on order, topped by the beautiful 27,000-ton Union Castle liners *Pretoria Castle* and *Edinburgh Castle*, and the 18,000-ton *Magdalena* for the Royal Mail Lines. These are three of the outstanding vessels of British post-war shipbuilding. The Admiralty, too, have ordered for the Royal Navy the aircraft-carriers *Centaur* and *Bulwark*, first of an entirely new class. With seventeen building berths filled and six keels waiting to be laid down, the tonnage building or on order now exceeds 250,000

STARTING A RECORD YEAR IN BRITAIN'S MOST PROLIFIC SHIPYARD: A busy scene at the Queen's Island shipyard, Belfast, of Harland and Wolff. This section is the Victoria Yard, and in the foreground can be seen the keel of Contract No. 1364, which will be a 12,000-ton oil tanker. On the stocks on the right is the "Selinas," a 9,000-tonner for the Pacific Steam Navigation Company

LAUNCH OF THE S.S. "PARTHIA": The 14,000-ton Cunard-White Star liner about to leave the slipway at Harland and Wolff's Belfast yard. She was named by Lady Brooke, wife of the Prime Minister of Northern Ireland. The "Parthia," which will be employed on the New York service, will carry 250 passengers and 7,000 tons of cargo

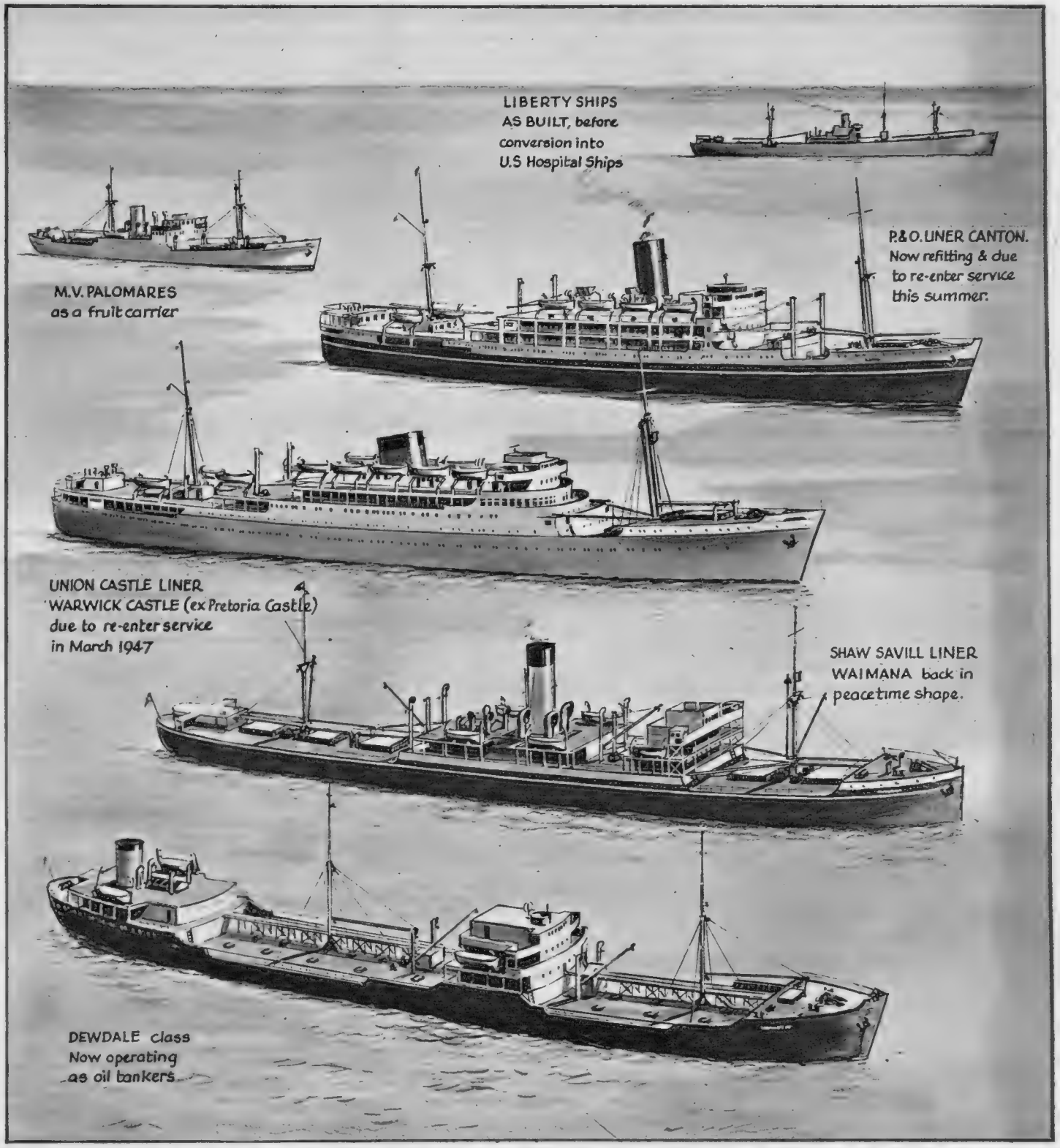
Castle is, of course, only one of many merchant ships whose appearance was radically altered during the War. The **WAIMANA** was one of three Shaw Savill liners taken over at the outbreak of war and known for security purposes as fleet tenders. They were altered into dummy warships, *Waimana* and one other being made to look like the battleships *Resolution* and *Revenge*.

The P. and O. liner **CANTON**, which is now being refitted on the Clyde by her builders, Alexr. Stephen and Sons, Ltd., served as an armed merchant cruiser.

Two particularly graceful fruit-carrying motorships of the Mac-Andrews Line, the *Palomares* and the *Pozarica*, both served as fighter direction ships. The latter was sunk in February 1943, while *Palomares* is now being converted on the Mersey to peace-time rig. The *Palomares*, of 1,896 tons gross, was built in 1938. She has a speed of 16 knots.

The three 8,250-ton tankers of the Dewdale class were under construction when the need was felt for a new type of vessel capable of carrying large numbers of landing craft. This trio was accordingly taken over for the purpose and adapted to carry fifteen L.C.M.s. The ships proved most successful, and the elaborate gantries which were fitted on deck could discharge a whole load of landing craft in about 3½ minutes.

The American-built Liberty ships have been adapted to meet many needs, but probably the greatest change has been in the group which, in 1944, was converted into hospital ships for the U.S. Army. The *St. Olaf*, which is one of these, has accommodation for 600 patients, with resulting increase in complement from 44 to a maximum of over 940



THE MERCHANT SHIPS IN THEIR PEACE-TIME ROLES: An artist's impression of the vessels after their reconversion and the removal of their "war-paint." The Union Castle liner "Warwick Castle" was formerly the "Pretoria Castle," a vessel of 17,400 tons, and it is not to be confused with the 20,000-ton "Warwick Castle," a celebrated liner of pre-war days which was torpedoed by a U-boat in autumn 1942. Shaw Savill's "Waimana" is now a merchant ship again after serving as a dummy battleship at Scapa Flow—*Drawing by Laurence Dunn*

A NEW STEM FOR THE "QUEEN MARY": The liner is in dry dock at Southampton, where she is being refitted for her peace-time work and her bows are being replaced

On left—
The Cunard-White Star liner *Queen Mary*, which is being reconverted into a luxury liner at Southampton after her war service, has now entered the King George V. graving dock for eight weeks, most of the time being taken up in the fitting of a new stem and repairs to the bow.

The steel stem casting made in America during the War and brought to Southampton in the *Queen Mary* herself a year ago is being used in the work.

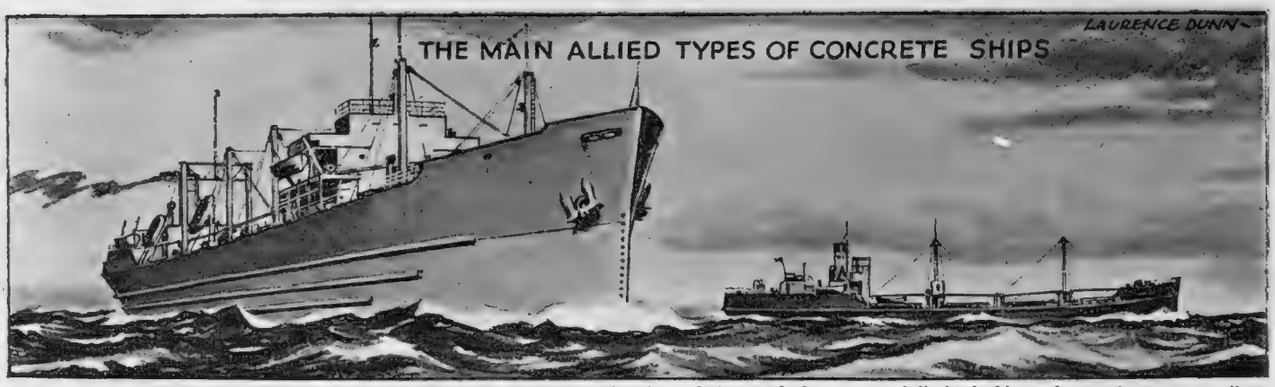
The repair work to the bow will make good permanently the damage suffered by the liner in the collision with the cruiser *Curacoa* off Donegal on October 2, 1942.

After the accident, in which the cruiser was sunk with the loss of 25 officers and 313 ratings, the liner was fitted with a fabricated bow at the Navy Yard, Boston.

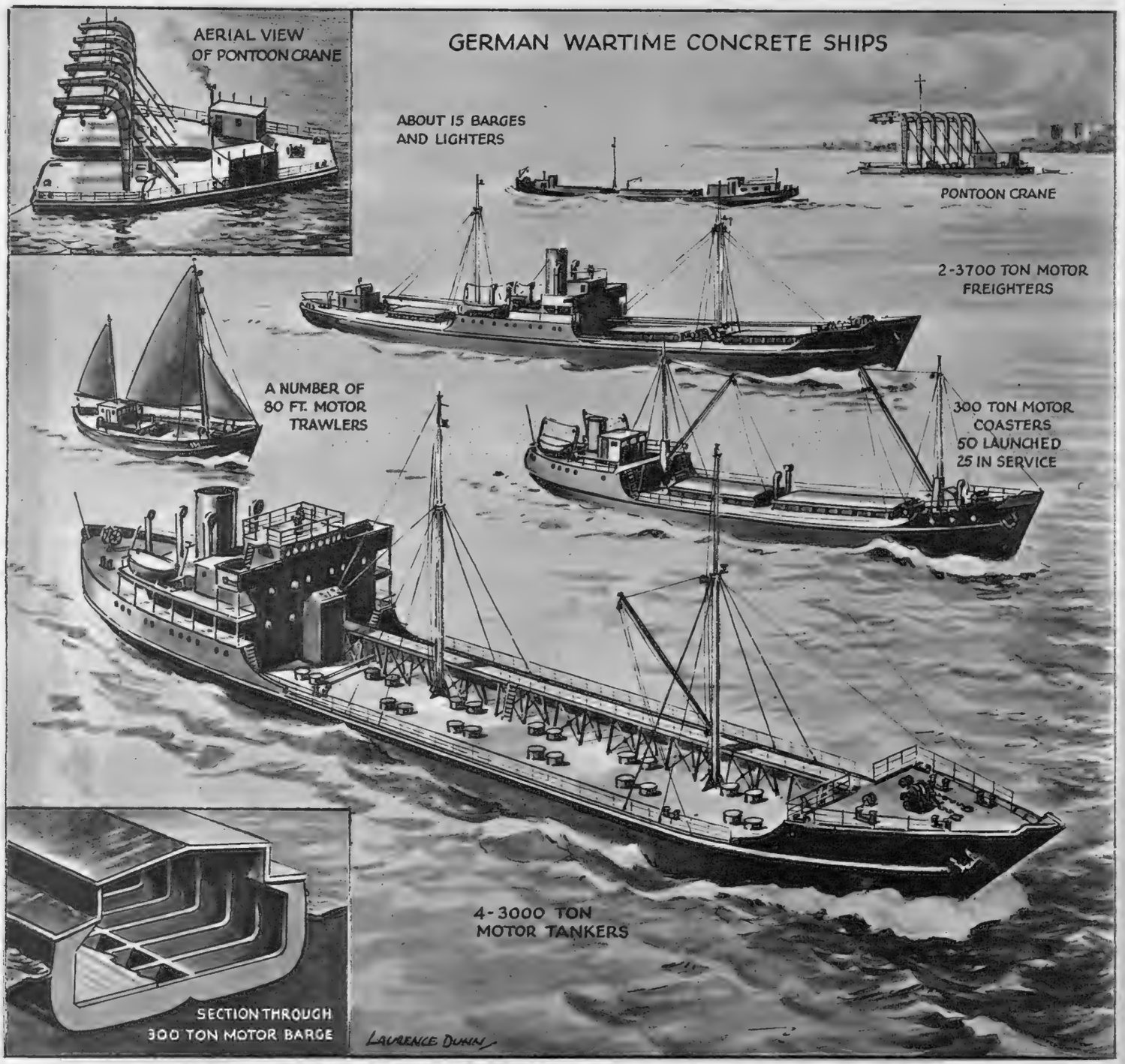
A NEW MOTORSHIP FOR THE WEST AFRICAN SERVICE: The 14,000-ton motor vessel "Accra" in charge of tugs after being launched by Vickers Armstrong at Barrow for the Elder Dempster Lines. The launching ceremony was conducted by Mrs. Creech Jones, wife of the Secretary of State for the Colonies. The "Accra" will carry passengers and freight, having accommodation for 245 first-class passengers in one- and two-berth cabins

CONCRETE SHIPS WERE A WAR-TIME EXPEDIENT

Allied and German Types Which Counteracted the Steel Shortage



HOW THE ALLIES DEVELOPED THE CONCRETE SHIP : Two types which were brought into use in view of the steel shortage and limited shipyard capacity, an expedient which was adopted by Germany on a comparable scale. It was also employed during the First World War. On the left is shown a vessel of the Donald O. Saylor class which comprised twenty-four ocean-going steamers. These were the only *self-propelled* concrete ships to be built in the U.S.A. during the last war, though many large oil and ore-carrying barges were included in their concrete ship programme. Mention must also be made of the floating barracks which were built for service with the U.S. Navy. The *Donald O. Saylor* and her sister-ships were built at Tampa, Florida, and had a length overall of 366 ft., a cargo capacity of 5,300 tons and a loaded displacement of nearly 11,000 tons. On the right is the British motorship *Lady Wolmer*. She and the *Lady Kathleen* were the only power-driven concrete ships constructed in Britain during the war, and both were built at Newport, Mon. The *Lady Wolmer* has a gross tonnage of 1,883 and a cargo capacity of just over 1,900 tons. Her length overall is 277 ft., and she has a speed of 9½ knots. She has recently been sold to Norwegian owners. Many concrete barges were also built in this country, besides the equipment for the Normandy beachheads, including the celebrated "Mulberry Harbour"



GERMANY'S WAR-TIME CONCRETE SHIPS WERE BUILT IN CEMENT FACTORIES : An artist's impression of some varying types from barge to motor tanker. Shortage of steel forced Germany to develop concrete shipbuilding, and, generally speaking, the ships, though exceedingly slow to build, did stand up to rough usage and would often survive a mine, although the interior fittings might be displaced. To keep shipyards free for other work, concrete ships were built not by shipbuilders, but by cement factories. Large numbers of carpenters were employed in the work, building the "shuttering" into which the concrete was poured. As in Britain, they probably received temporary release from the Armed Forces in order to carry out the building programme. Losses among the larger concrete ships were very heavy. Of the four sizeable tankers built, one launched at Rotterdam promptly became a war loss, as was another built at Cherson. A third, which took 25½ months to build at Stettin, was hit by a heavy bomb just before her trial trip and had her back broken. Two 3,700-ton freighters, which were only ten months on the stocks, were towed to Copenhagen for completion, and were still there when the war ended. According to some reports, they were then towed to a Russian port. However, the most numerous and successful types built were those covering pontoons, of which there were a wide variety, and coasters. The latter, built in half-a-dozen different ports, were turned out in quite considerable numbers. At Rotterdam the output reached a maximum of two to three per month. Of the fifty launched, only about twenty-five were completed in time to be of use during the war—*Drawings by Laurence Dunn*

THE QUEEN and the PRINCESSES

During the Progress of the Royal Tour in South Africa

THE ROYAL FAMILY AT A PORT ELIZABETH GARDEN-PARTY: The Queen, wearing a picture gown of white Swiss organdie flowers on silk organza and carrying a parasol, greeting guests at Victoria Park. The Princesses were also wearing light summer frocks, and the King had for once exchanged white naval uniform for a civilian suit. Standing behind the King is the Mayor of Port Elizabeth

THE QUEEN SIGNS THE GOLDEN BOOK ON THE CRUSADER GROUND, ST. GEORGE'S PARK: Another picture taken during the visit to Port Elizabeth. Her Majesty wore ostrich feathers on several occasions during the journey through Cape Province, no doubt having in mind the associations of the Province with ostrich-breeding

THE QUEEN AND THE PRINCESSES MEET THE SCHOOLCHILDREN OF PORT ELIZABETH: Standing on the Royal dais in St. George's Park, where they were greeted by ex-Servicemen and a vast concourse of about 18,000 schoolchildren. Port Elizabeth, as the starting-point of the 1820 Settlement, is essentially British in outlook, and the Scottish influence has been strong since the very early days of colonisation

GREETINGS AT A WAYSIDE STATION: The Queen in conversation with one of a party of riders who rode to meet the Royal train during a brief halt at Power, Cape Province

Until the Royal tour in South Africa actually began, no details were issued of the clothes which had been specially made for the Queen and the Princesses, many of the Queen's dresses and some of those of the Princesses being the work of Norman Hartnell. These pictures were for the most part taken at Port Elizabeth, where the Royal Family arrived in the second week of what is proving an arduous tour. The reception at Port Elizabeth was particularly enthusiastic

THE COMING OF THE FILM VIEWS-REEL

A British Rival to the American "March of Time"

By CHARLES GRAVES

IT would not surprise me in the least to be told that, apart from his religious films, Mr. Arthur Rank is more interested in *This Modern Age* than in any other of his film interests. Started just six months ago, at Mr. Rank's own suggestion, *This Modern Age* is much more than the British counterpart to the American *The March of Time*. Whereas the latter will devote a complete issue to hysterical bobby-soxers, *This Modern Age* specialises in wholesome subjects attractively presented.

So far, seven have been issued. The first was devoted to housing; the second to Scotland Yard; the third to Civil Aviation; the fourth drew attention to the competition between wool and rayon; the fifth showed the importance of the British bloodstock industry; and the sixth, released in timely fashion last month, deals with the present situation in Palestine. The modern conflict in that unhappy country is set against history. It shows a strip of land fought over for centuries—holy ground to three world religions, the battleground of departed Empires. Palestine languished until the Suez Canal and the discovery of oil made it again a key-point of world strategy. Rare shots show Lawrence of Arabia planning with Feisal his revolt in the desert. Allenby is seen entering Jerusalem, to mark the liberation of Palestine.

Britain paved the way to freeing Palestine; her Balfour Declaration led to the League of Nations Mandate, which made it possible for Jews to go back to Palestine. The film emphasises the undeniable fact that Britain was officially charged with administering Palestine for Arab and Jew.

The Arab and Jewish stories are shown separately. The Jews come back to their Promised Land. Their executives plan communal settlements; the Federation of Jewish Labour, which controls many Jewish workers, is shown in session; child victims of Nazi concentration camps are seen. The film pays tribute to the achievements of Jewish settlers and builders and adds that they are supported financially by Jews throughout the world. The constructive efforts of the Arabs are shown, and their handicaps. Arabs outside Palestine send no money for development. Their need for social services and modern equipment is great. Educated Arab leaders, the Mayor and Councillors of Jaffa are soon planning to meet the enormous demand for social services by their people, awakening after centuries of serfdom.

Against this evidence of some constructive leadership in Palestine the film forcefully condemns Arab and Jewish extremists who resort to terrorism. It reports frankly how the Arabs' leader, the Mufti of Jerusalem, organised terrorism to fight Jewish immigration. His open revolt of 1936 took three years to quell. Exclusive coverage is shown of the Arab Higher Committee in Palestine meeting under the chairmanship of Jamal Hussoini, cousin of the exiled Mufti. German newspaper photographs are shown of the Mufti in Germany with Muslim troops of the Wehrmacht. Arabs claim that these were faked by Nazi propagandists. *This Modern Age* presents a sensational answer—a captured Nazi newsreel, which is shown for the first time to the free world. In it the Mufti of Jerusalem is seen giving the Nazi salute to Muslim troops of the S.S. during the war.

With equal force the film condemns Jewish extremists who resort to terrorism. Wanted members of the Stern Gang and the Irgun are shown. Graphic shots of the 1946 bomb outrage at the King David Hotel were taken by the unit's cameraman shortly after the explosion. The Acting High Commissioner at that time, Sir John Shaw, is seen watching rescue operations. Britain was forced to hunt out the terrorists. The camera covers searching in the streets and in the settlements. Among the results are discovered dumps of illegal weapons which Jews all over Palestine had been storing for future use.

The commentary emphasises that because of terrorism and non-co-operation, first by the Arabs, then by the Jews, a situation has been created in which Britain has to spend, on defence and security, nearly half the Palestine budget, sorely needed for schools, hospitals, industrial and agricultural development. Against the funerals of Arabs, Jews and British it is said that extremism has brought only hate and tragedy to Palestine. And the sacrifice of British lives has been to carry out a decision of the League of Nations, forerunner of the United Nations, which directed Britain to develop Palestine fairly for Jew and Arab.

Beside Commonwealth interests there are U.S.A. interests, which lead, on one extreme, to the support of anti-British Jews in America, and, on the other, to appeasement of Arabs for American oil concessions in Saudi Arabia.

The commentary is spoken by Robert Harris, who has a fine voice, but none of the almost sinister blaring quality of the commentator of *The March of Time*. Like all the other documentary films of *This Modern Age* series, Palestine runs for exactly twenty minutes, which means about 1,950 ft. of film. To get it, over 20,000 ft. were shot. This is not wasteful, however. The team which went out to Palestine took numbers of pictures of orange-growing and lemon groves and other subjects, which will be utilised later on. Numbers of exteriors also may well prove useful for future feature films.

In view of the British Government's decision to hand the Palestine problem over to U.N., the documentary report should be of the greatest value and interest to the delegates when the matter is discussed next September.

Similarly, the vexed question of the cession of the Sudan to Egypt will be considerably qualified by the documentary on the Sudan, which is now in the cutting-room. Peter Rodd and Peter Scott, together with two photographers, have just returned after some months' work in the Sudan, enjoying the complete approval of the Sudanese Government. The film will show how the country is approaching self-government; how its educational facilities have improved; and, finally, how the Sudanese themselves are taking positions in Government departments.

The two chiefs of *This Modern Age* are George Ivan Smith, an Australian who spent most of the war years in the overseas service of the B.B.C., and Sergei Nolbandov, who is responsible for the production side. Under them there are five editorial teams and five camera teams. At the moment they are working as far apart as the Antarctic and Ceylon.

This month the current release is, topically enough, all about coal. I have not seen it yet, but judging from its predecessors, the whole situation will be put fairly and squarely in front of the cinema audiences of the Empire. For though *This Modern Age* has not yet been offered for distribution in the U.S., its popularity is making great strides in Australia, South Africa and the rest of the British Empire. What is more, it is being dubbed in French, so that its Continental circulation will also be assured. Already, twenty-three countries are covered in the distribution schedule. No less than forty-five expert technicians, in addition to a team of script writers, are permanently assigned to the new venture. Cameramen and units are interchangeable.

Four is the largest team to shoot one of these documentaries. In each case there are a director-writer, production manager, and two cameramen. The latter are among the best in Great Britain. The reason why they do not earn bigger money in the studios of Pinewood and Denham is purely personal. They prefer the world as their studio instead of being cooped up in a building for months at a time. It is very much the same mentality which causes a writer to become a war correspondent instead of a novelist. The money is less, but the canvas is larger and movement is almost continuous.

At any given moment six or seven different subjects are in continuous production. Jamaica, Ceylon, the Dardanelles and Australia are all in the process of being given the same factual treatment.

It occasionally happens that a team consists of only one man. At the present moment Colonel Bryce is thousands of miles away on the *Balæna* doing the story of whaling in the Antarctic. He will be absent six months.

The selection of subjects is the result of a monthly conference at Albion House, presided over by Arthur Rank himself, with his managing director, John Davis; George Archibald, managing director of Independent Producers; Dr. Galperson; Castleton Knight, representing Gaumont-British News; Earl St. John of the Odeon circuit; Sergei Nolbandov and George Ivan Smith. But usually it is Ivan Smith whose suggestion is adopted for the next "subject." Once an agreement has been reached, Nolbandov and Ivan Smith look up the subject, a draft of 2,000 words is prepared, a team is selected and sent out, and within six months of the original decision the picture will be showing in hundreds of cinemas up and down the country.

This selection of teams is just as important as that of the news editor of a national daily when he sends out a reporter on a big story. Individual cameramen, like reporters, are better at one type of story than another. One, for example, may be better at taking pictures of machinery and factories. Another may give better results if he photographs agricultural subjects. The third may do better if detailed to a maritime documentary. By all accounts, cameramen and writers get on extremely well together. Any rivalry is of the most cordial nature, and none of them seems to mind that there is no question of his having any "credits" on the screen. Not even Sergei Nolbandov, the producer, is an exception to this rule.

The March of Time claims to spend £30,000 on each issue. The cost of the English documentaries is very much less and, at the same time, invaluable in explaining to the world the British way and purpose. For each issue presents an intelligent, impartial, and yet exciting review of the problems, movements, developments and crises—industrial, political and human—which collectively confront us to-day.

So far, it has not yet become practical for these documentaries to be done in Technicolor, but no doubt the time will come.

A SIDELIGHT ON THE JEWISH TRAGEDY: This dramatically poignant news picture, showing the reunion of a mother and son after they had been separated for ten years, was taken at Haifa after the mother had been wrecked in a refugee ship. The son, who went to Palestine at the age of fourteen, had no idea his mother was alive until he saw the list of shipwrecked passengers. It is incidents such as this that the new documentary film, *This Modern Age*, uses with skill in its attempt to give an unbiased record of the conflict between Jew and Arab. The whole question is treated with deep sympathy

DENHAM IS STILL A VILLAGE DESPITE THE GROWTH OF THE NEARBY FILM STUDIOS WHICH HAVE MADE IT FAMOUS: Denham lies near the end of Western Avenue, about 15 miles from London. In common with Pinewood at Iver, Gaumont-British at Lime Grove, and Gainsborough in London, Denham is controlled by Mr. J. Arthur Rank's organisation

BALLET and OPERA at COVENT GARDEN

"Hattie Stowe" at the Embassy

On left—
More than twenty-five years ago, Leonide Massine created the part of the Can-Can dancer in *La Boutique Fantasque*. He has had such distinguished prima ballerinas as Lopokova and Danilova to partner him in this spirited role. This year, he personally superintended the production of the ballet at Covent Garden, using the original decor by André Derain, and was to have been partnered by Margot Fonteyn. She fell ill and her place was taken by Moira Shearer, who was given a great ovation and took eight curtain calls at the end of the first performance

AN UNDERSTUDY IN THE BALLET SHOES OF LOPOKOVA AND DANILOVA: Lovely, red-headed Moira Shearer partnered Leonide Massine in "La Boutique Fantasque" when Margot Fonteyn, the prima ballerina, fell ill

THE COVENT GARDEN PRODUCTION OF "MANON": Dennis Noble as Lescaut and Virginia MacWatters as Manon, in a scene from Act I of Massenet's opera. *Manon* was the second production of the new Covent Garden Opera Company, and in it Virginia MacWatters was introduced to London opera-goers. This young American soprano has great charm of appearance to add to a voice of delicate quality, and she shared the honours of the performance with Heddle Nash, who was excellent as the Chevalier des Grieux

HARRIET BEECHER STOWE WITH HER TWIN DAUGHTERS: Mary Ellis as Hattie Stowe, with Joyce Martin (little Eliza Stowe) and Pamela Deacon (little Hattie Stowe). The authoress of *Uncle Tom's Cabin*, the children's book whose destiny was to become not only a best-seller but one of the causes of civil war, led a more dramatic life than most lady novelists. Ian Hay's play *Hattie Stowe*, at the Embassy Theatre, is good biography and has some very effective scenes for Mary Ellis, which she plays with great skill and sense of humour. Notable is that in which she is warned by Palmerston (played by Kynaston Reeves) that she is promoting an international problem

The World of Books

TWO SOLDIERS TAKE UP THE PEN

Montgomery and His Chief of Staff, de Guingand, Describe Their Campaigns; Cecil Roberts in America; Down on the Farm with Wentworth Day

TWO books by distinguished soldiers, both dealing for the most part with the same subject, both crystal-clear in their soldierly marshalling of facts, have made their appearance together. One is in some respects a disappointment, and the other is probably the best book so far produced about the Second World War.

The disappointment is Field-Marshal Montgomery's NORMANDY TO THE BALTIC (Hutchinson. 25s.). The author describes it as "a personal account of the conquest of Germany," but it is so impersonal, so rigidly factual, that it often amounts to a mere catalogue of events. Between the lines there is no glimpse of this astonishing commander who galvanised a million men into action, inspired them all with his abounding confidence, and led them to final victory in the heart of Germany. For the military historian the book will have much value, not least because of its magnificent series of coloured maps, and it would seem to prove beyond further questioning that the Normandy battle was fought as planned. Wisely enough, the Field-Marshal has shunned all controversy. This narrative, however, is without warmth and colour, and thus it is not in keeping with the man we know.

By contrast Major-General Sir Francis de Guingand, Chief of Staff to the Eighth Army and later to Twenty-first Army Group, has written in OPERATION VICTORY (Hodder and Stoughton. 25s.) an account of the war as he saw it, which is truly remarkable for its lively presentation, its unflagging interest, and the superb simplicity of its English. Not since Henderson wrote his classic life of *Stonewall Jackson* has a soldier written so brilliantly as this.

General de Guingand's book has fifty maps and diagrams, but not for one moment do the intricacies of strategy and tactics put a brake upon the speed of his narrative. He never becomes bogged down like the Panzer divisions of the Afrika Korps after rain.

From his early work at the War Office with Mr. Hore-Belisha, to whom he was Military Assistant and upon whose dismissal he sheds revealing light, through the tragic, heroic Grecian campaign, and the operations of Auchinleck, the author guides us to the moment when Montgomery descends upon the desert, bringing new life to the sorely-tried Eighth Army and turning the tide of war. After Alma Halfa, when Rommel's armour cracked against the Alamein line, the fortunes of de Guingand and Montgomery were wholly linked. They worked together at the head of an incomparable team until the achievement of final victory. Because of this de Guingand is able to give a truly intimate portrait of his chief, and of the many notable men who came to his headquarters. The story is interspersed with many lively anecdotes, of the desert headquarters mess, for instance, which was built like a meat-safe, but only imprisoned the flies with the men they tormented; of Mussolini's pompous arrival at Derna preparatory to the projected march in triumph through Cairo; and of the pigeon which flew through a snowstorm in Southern Italy bearing dramatic tidings to a member of the Eighth Army Staff at Vasto from a woman admirer some miles back along the line of communication. The message delivered at Loft No. 37 by the exhausted bird read: "Antonio has gone to Naples." It showed at least that the good staff officer has plans to meet every situation.

Cecil Roberts is an accomplished author and experienced lecturer, and during the war years he played his part in the national effort by touring the length and breadth of the United States as an unofficial spokesman of the British point of view. In his new book, AND SO TO AMERICA (Hodder and Stoughton. 15s.), Mr. Roberts describes this tour, which was animated by the belief that European survival depended on American intervention and by the fear that that intervention might come too late. Somehow or other, the author appears to be on the defensive, however. He is at pains to explain his loathing of Fascism, to show how quickly he became disillusioned by Mosley's movement in this country. He touches more than once upon his five or more years' absence in America, of his natural yearning to return home. Mr. Roberts gives the impression, as he writes, that he is forestalling criticism, thus making some of the 500 pages of this discursive book rather embarrassing reading.

And So To America is full of interesting character studies, with notable pen portraits of Roosevelt, Wendell Willkie and Ambassador Lord Halifax, while it is also rich in American historical lore. In many ways this is a work of real scholarship, but the publishers have done the author no service by declaring on the book jacket, "He destroys the myth that America has no history." Shades of Washington, Jefferson and Daniel Webster!

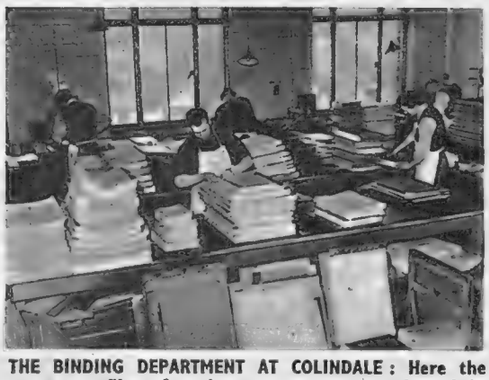
Two new publications of essentially political interest and from the same publishing house are THE BRITISH IN INDIA, by P. J. Griffiths (Robert Hale. 10s. 6d.), and REPORT FROM RED CHINA, by Harrison Forman (Robert Hale. 15s.). Mr. Griffiths' book is no *Verdict on India*, that hasty compilation which caused such misgivings among Indian intellectuals, but it is a reasoned and timely contribution by a former member of the Indian Civil Service. The author is firmly of the belief that India should now receive full self-government, and that, without it, no further progress is possible. Mr. Forman's book is also a product of first-hand experience, and his account of Communist China shows how effectively organised was the Eighth Route Army in its struggle against the Japanese. It was a strange anomaly of the war that 500,000 of Chiang Kai-Shek's troops were employed in keeping a watch on these Communists, thus dissipating what could have been a mighty combined operation. The book is an excellent example of straightforward reporting.

Mozart, that rarity, an infant prodigy and an adult genius, a man of wayward impulses, improvident, generous and reckless, is an ideal subject for biography, and Alfred Einstein, in MOZART: HIS CHARACTER, HIS WORK (Cassell. 21s.), has made the most of his opportunities. This is no book for the musical beginner, however, and it is really addressed to readers who already know and love at least some of the great Austrian's works. The first half of the book is a critical analysis of the composer's character, and the second and longer part is devoted to his instrumental and vocal works.

Before the war, J. Wentworth Day, most prolific of journalists, was known to many as a talented writer upon field sports, but to-day he has a wider fame as a result of the celebrated Laski case. This may have a corresponding effect on the sales of his books. His latest publication is HARVEST ADVENTURE (Harrap. 12s. 6d.), in which he deals with country problems and country ways in his familiar, charming and at times disarming style. When he writes about days spent shooting and fishing, of rare birds, of sunsets and dawns, of fishermen and wildfowlers, the author is at his brilliant best, but the moment he verges upon the political aspect of farming, and attacks the War Agricultural Committees for misusing their powers, he is on less sure ground. Mr. Day quotes facts and figures at extraordinary length, and he is at pains to prove that the farmer is in pitiful condition when allowed a maximum income of £1,500 a year; but somehow or other the arguments lack conviction, and it is difficult to believe that Mr. Hudson's system of land control, which served us so well during the war, is wholly without virtue in these difficult days of peace. The way in which farmers have been encouraged to use fertilisers and to keep their land in good heart, by taking advantage of drainage subsidies, can surely not be dismissed in a few sentences?

A COPY OF EVERY NEWSPAPER GOES TO THE BRITISH MUSEUM: Here is the binding department of the Museum's newspaper library at Colindale, where the papers are folded and then collated ready for sewing

HAND-SEWING THE FILES OF A KENTISH WEEKLY NEWSPAPER: The frame used by the British Museum authorities is similar to a model in use 250 years ago



THE BINDING DEPARTMENT AT COLINDALE: Here the sewn files of various newspapers are bound in long-wearing straight-grained Morocco covers

When the newspaper section of the British Museum outgrew its quarters at Bloomsbury it was moved in 1932 to a building at Colindale, on the outskirts of London. Fifteen vans took six weeks to transport the 350,000 volumes to the suburbs of London, and it was estimated that they weighed 2,000 tons. Since then the store has grown measurably, and these pictures show how the various publications are handled. When each file is complete, the pages are damped, the edges are trimmed, and it is sewn together, afterwards being bound and put away. Any British Museum Library ticket-holder may ask to see these volumes. One department at Colindale is constantly repairing old copies of newspapers

THE HOUSE WHERE HARDY WROTE "TESS OF THE D'URBERVILLES" IS PUT UP FOR AUCTION: The semi-detached villa in Arundel Terrace, Wandsworth Common, which was sold last week. Hardy lived there between 1878 and 1881, and, according to a local story, the great novelist was driven away by the too frequent appearance of a particular organ-grinder. A plaque records Hardy's association with the house

Arthur Mee, known to two generations of children whose love of knowledge he did so much to nurture with such publications as *The Children's Encyclopedia* and *The Children's Newspaper*, was a lifelong friend of Sir John Hammerton, who, under the title of CHILD OF WONDER (Hodder and Stoughton. 12s. 6d.), has now written his biography. The book is a sincere tribute to a great educator, who made it his mission to instil into the youthful mind the sentiments of a courageous humanism.

Another journalist in the publishing news is J. B. Atkins, whose INCIDENTS AND REFLECTIONS (Christophers. 12s. 6d.) provides a most readable volume. Mr. Atkins, a product of the famous *Manchester Guardian* school, recalls many men famous in life and letters, and devotes a whole chapter to his memories of Churchill, with whom he shared camp life in the Boer War when the future Prime Minister was correspondent for the *Morning Post*.

THE NEW BALLET (Dennis Dobson. 35s.) is an illustrated account by A. V. Coton of the work and technique of the choreographer, Kurt Joos, showing how he built up his ballet company on a new theory of the Dance. Apart from its technical importance, the book is of special interest in view of its high standard of printing. It is at least an indication that better times are on the way in the world of publishing.

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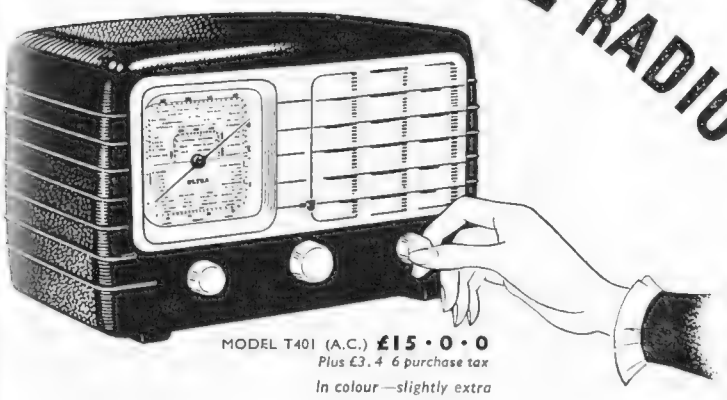

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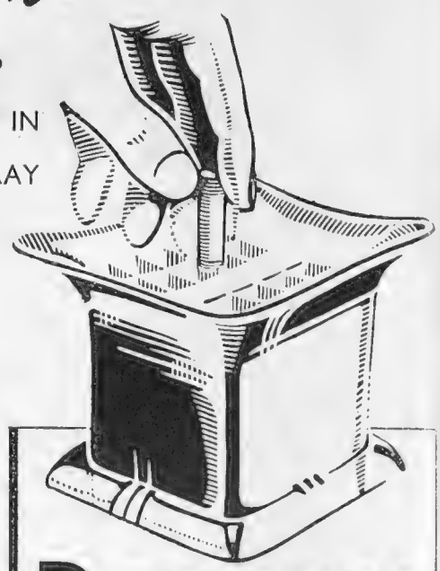

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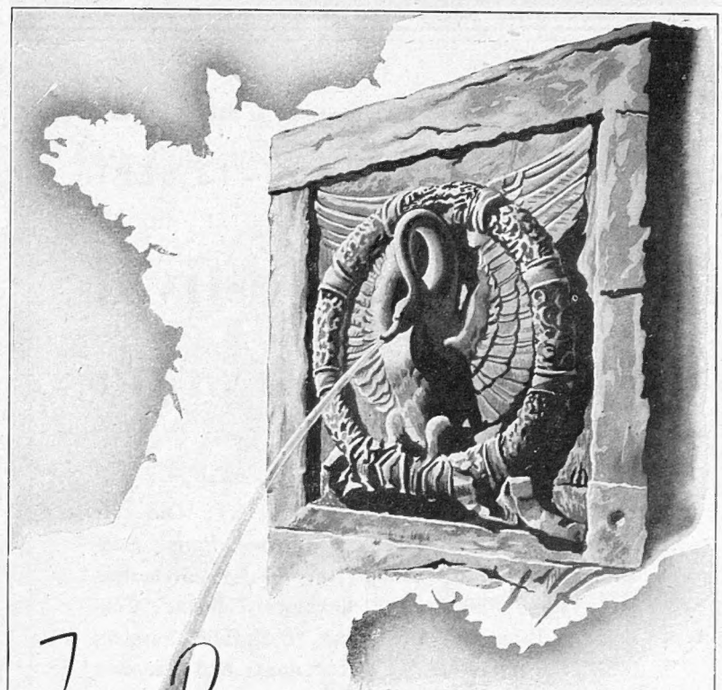

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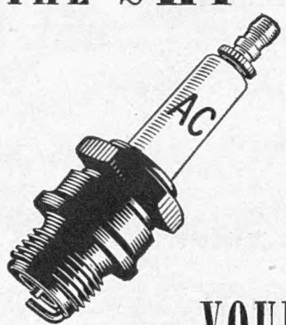

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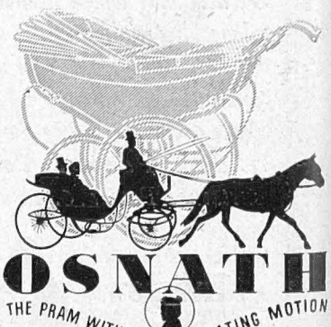

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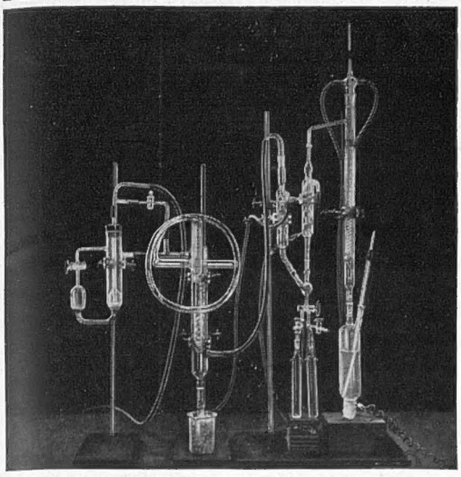

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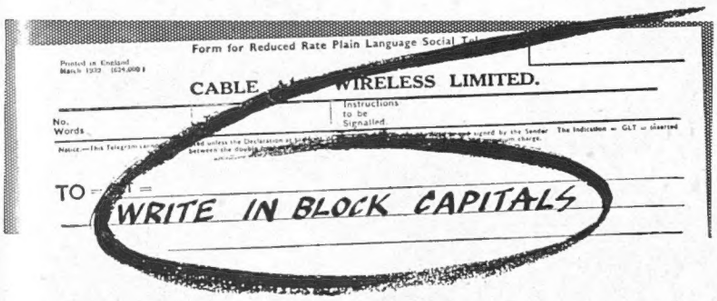

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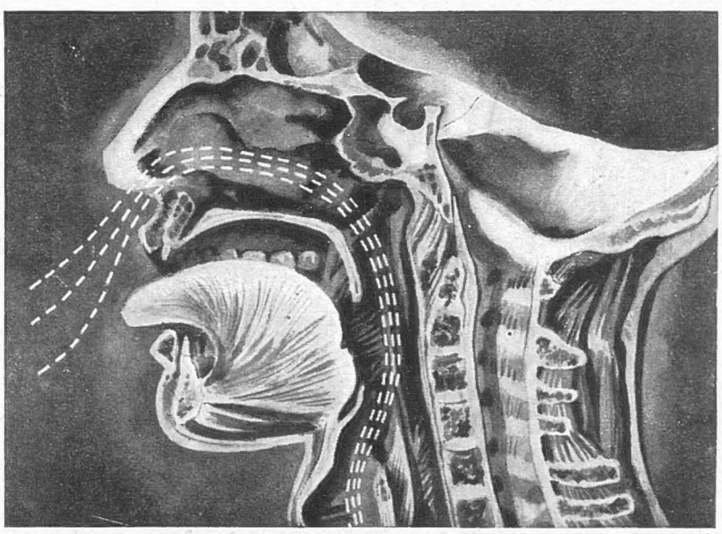

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